

THE INTERNATIONAL **Teamster**

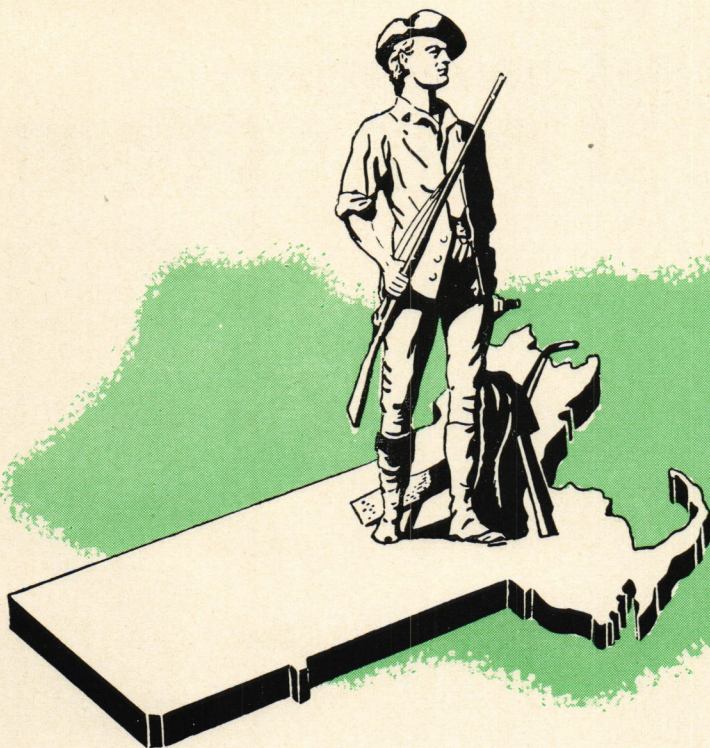
SEPTEMBER 1954

**Construction Booms on
Canada's Western Frontier**



President Beck Reports on European Inspection Tour

(See Story, Page 2)



TEAMSTERS *Salute* MASSACHUSETTS

Massachusetts, one of the thirteen original colonies that formed the American union, is a state of contradictions.

It is a popular sport among residents of other parts of the United States, who have never visited New England, to try to describe citizens of the Bay State as a "type". The results are astonishing. Massachusetts, it seems, is staid and conservative; it is also a hotbed of left-wing radicals. It has some of the nation's most wild and raucous burlesque houses; it is the place where anything off-color is immediately banned. It is the home of a decadent, dying culture; it supports one of the world's finest symphony orchestras. It is a breeding place of New Deal internationalists; it is the most provincial, sectionally-minded part of the country.

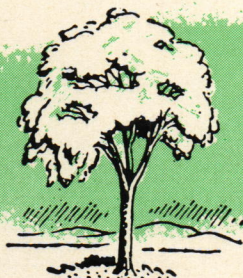
All that can be said about the truth of the statements above is that it is the extremist fringes of a society that make the news. Fundamentally, Massachusetts, in its social, political, and economic aspects, is not very different from any other state in the nation. In a very real sense, it is a cross-section of America.

Perhaps the greatest difference between Massachusetts and most of the other 47 states is its high concentration of residents. Ranking only 44th among the United States in area, the Bay State stands ninth in population. Over 4,690,000 citizens were reported in the 1950 census. It is this heavy population concentration, as well as its position as a seacoast state, that makes Massachusetts of great importance in the economic structure of the United States.

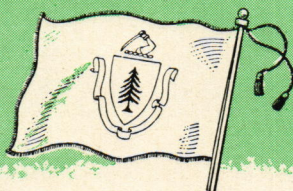
A great furor has arisen over the decline of the textile industry in Massachusetts in postwar years. It is true that many woolen goods manufacturers have switched their operations to the South, in order to take advantage of laws designed to cut down the effectiveness of trade unionism, but only a few plants in New England have so far shut down operations, and this has been largely traceable to a nationwide slump in the textile market. Actually, the principal industry of Massachusetts is the manufacture of electrical machinery, apparatus, and supplies. Leather goods manufacture, publishing, and bakery produce also have an important part in the Bay State industrial life. Since most of these products are shipped away to consumers in all parts of the United States, the Teamsters play a vital role in Massachusetts' economy.

But the Bay State is perhaps proudest of its influence upon the intellectual life of the nation, which has been all out of proportion to the state's size and population. Students from all over America and indeed from all parts of the world flock to this state for an advanced education in one of its many famed liberal arts universities and technological institutes.

Massachusetts is thus neither staid nor radical, neither decadent nor starry-eyed-progressive, neither internationalistically extroverted nor provincial. For many decades to come it will proudly hold its place as one of the political, social, economic, and educational leaders of the United States.



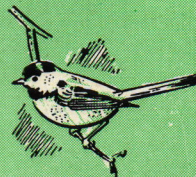
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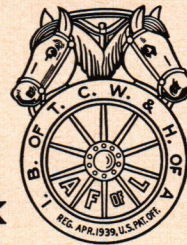
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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Free Trade Unions of the World Look to Teamsters for Support

*Four-week Trip through Western Europe
Reveals Need for American Labor Leadership
In Continuing War Against Communism*

By DAVE BECK, General President

General President Dave Beck has just returned from a tour of Western Europe and, in the following comprehensive account, gives his observations of conditions abroad, with particular stress on the labor movement and its vital role in combating communism. He has reported these observations to the President of the United States.

I HAVE just returned from a month-long tour of Western Europe. For four full weeks the activities of the British worker, the German worker, the French, the Swiss, the Italian, and the Spanish worker were studied at first hand with rapt attention. I have seen the work of their leaders as they tackle economic and political problems. Of particular interest to me was their attitude toward communism and the need for American leadership in the fight against communism.

My visit to Europe was prompted by a personal invitation from Omer Becu, Secretary of the International Transport Federation, to attend the Congress of the ITF in London.

While in Europe, I took it upon myself to see as much as possible of European free trade unions at work. Seen was the work of Italian Teamsters against Communist transport workers, who are superior in number. I went briefly behind the Iron Curtain in East Berlin. A refugee center in West Berlin was visited and I saw the potential industrial might of the German Ruhr. French officials were questioned about the nation's economic problems. All in all, I have returned with the firm conviction that America must export

its leadership just as it is exporting its material might. American leadership can do much to help build free trade unions around the world and stop the growth of communism.

My European visit had a two-fold purpose.

First, there was the invitation to attend personally the Congress of the International Transport Federation. This Congress meets every two years, and it is composed of the various free trade unions in the transportation industry around the world. Emissaries of the ITF approached me last February with the suggestion that the Teamsters affiliate on a full basis with the Congress.

Second, there was a desire to have a first-hand look at conditions abroad. My objective was to discover for myself the status of free trade unions in Europe and to see what help American Teamsters can give to defeat communism around the world.

We arrived in London on Friday, July 16, the day that the ITF Congress opened. For a few days prior to that a member of my staff had met with ITF officials, American press correspondents, and the American Embassy's labor attache for information and planning. A com-

plete briefing was given upon arrival in London.

Prior to this, there was a dinner of the Executive Committee of the ITF, attended by the nine members of the Executive Council and their wives. Speeches were made by President Arthur Deakin, Secretary-General Becu and others. Of special interest to us was the praise for the American Teamsters and the welcome which was extended to your General President. A feeling that participation by the American Teamsters in the ITF would be of great import permeated all of the speeches.

The ITF, in the past, has been dominated pretty much by railroad unions. This is to be expected, since the railroad industry is more than a century old. Rail unions have been the backbone of the ITF in the past. However, there is a strong desire on the part of Secretary-General Becu and others to build the strength of the ITF among the other segments of transportation—the truck drivers, the longshoremen, and the seamen, for example. With the road building program which is going on around the world, truck transportation will play a greater part in the economic life of each of the countries. It is, therefore, to be expected that teamster unions will grow in size and importance in the various countries.

Let me talk a little about the ITF. The ITF is what is commonly called a trade secretariat. It is non-political, devoting itself exclusively to wages, hours, and working conditions. Its reputation is good. It is one of the oldest and strongest

of the international trade secretariats.

It is also one of the key secretariats, because transportation is the key to economic life everywhere. Transportation brings workers of various nations in daily touch with each other. It is of tremendous importance in time of war. For these reasons, transportation is also a focal point of attempted infiltration by the Communists. Where Communists are at work, they put close to the top of their agenda infiltration of transportation unions.

We heard many stories of how ITF is blocking Communist seizure of transport unions. Becu told the story of victory in Marseilles, where the docks had been controlled by the Communists, who refused to unload American ships which were carrying armaments to supplement the NATO program. Later, we were told in Italy of how Communist longshoremen there refused to unload American transport vessels. There is no doubt that transportation and transport units are important in the East-West struggle.

As I have mentioned, the ITF Congress meets every two years. Between Congress sessions, there are meetings of the ITF General Council every year. The General Council is composed of approximately 50 members. Six representatives out of the 50 are allocated to the United States.

The ITF is governed, meanwhile, by an Executive Council of about nine members.

In London talks, our organization was offered a place in the General Council. This offer was refused, for it was felt that if the American Teamsters, which is the largest labor union in the world, were to affiliate fully, they should participate fully in policy and, therefore, be represented on the Executive Council. My position was put forth in a series of talks with Tom Yates of the British Seamen's Union, Omer Becu, and others.

At present, the Teamsters are paying on 50,000 members per year and have been since 1947. Because I feel the work of the ITF is sound, our organization issued a check for back and 1954 dues based on this 50,000 affiliation. (Presi-

dent Arthur Deakin's Transport and General Workers pays on 250,000 members per year.) I stated the willingness to pay on the full membership of our union provided the Teamsters sit on the Executive Council governing the ITF. There can be no compromise on this question. If the Teamsters are to participate in full financially, they ought to participate fully in policy making.

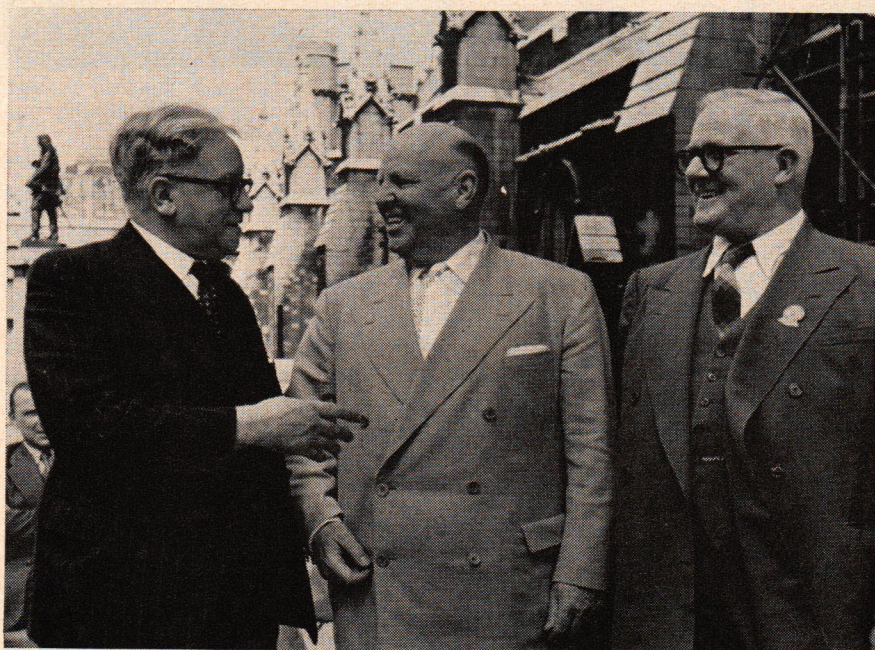
Secretary-General Becu felt this was justified but pointed out that the constitution allocated only one member on the Executive Council to each of the major nations participating in ITF and the railroad unions of the United States were already represented on the governing body.

expressed the thought the General Council should, perhaps, be eliminated and the Executive Council enlarged.

It should also be noted that the General President of the ITF is chosen from the Executive Council. This indicates its importance.

Importance of the Teamsters in the eyes of ITF members was evidenced when your General President was seated at the head table at the ITF banquet, the only non-member of the Board seated at the head table, which was otherwise occupied by members of the Executive Council and top government officials. Clement Attlee was principal speaker on this occasion.

My trip objective number one—



BRITISH Labor Party Member Herbert Morrison and Arthur Deakin, president of the ITF, met with General President Beck on London visit. Both felt Labor Party's junket into Red China showed bad timing.

I pointed out that room ought to be made for the Teamsters, since rail unions could not represent us, and we would not replace railroad unions representatives. This will, of course, call for a constitutional change.

Becu indicated he felt a constitutional change would be in order and there ought to be two representatives from the United States, perhaps two from Great Britain and two from Germany—countries where there is conflict between rail and vehicular transport unions on the matter of representation. Becu

the observance at first hand of the work of the ITF and a consideration of full participation by the Teamsters—was fulfilled. Numerous meetings of the Congress itself were attended in the London City Hall as well as its dinners and private conferences with its leaders.

The position of our union was firm but friendly. While there is little the ITF can do for the Teamsters directly, it is doing a good job around the world in the fight against Communism and raising living standards. Its work, however, is limited, and participation by our



GENERAL President Beck spoke at length with U. S. Ambassador Winthrop Aldrich and members of the embassy staff while in England. Mr. Beck considered his talks with the ambassador a highlight in his tour.

union would help its work tremendously.

There was emphasized in London that the time was past for American money to be doled out with no strings attached. The strings to American money are American participation through leadership of world labor, commensurate with the American position in the world. We must export American leadership ability as well as our manufactured products and our money. It is significant that, at a time when America has a position of world leadership, the American labor movement itself is maturing and beginning to assume its responsibility in helping to shape world events.

Our newly-won friends of ITF were not left without a note of encouragement. They were told we were willing to help, under the conditions which I have mentioned. These conditions were understood and are now being considered. Becu and others are coming to the American Federation of Labor Convention in September, and we plan to have a dinner for them while they are in Los Angeles. We will have further talks on the subject at that time.

Now, as to the second objective of my visit to Europe—the observance of conditions in the various

countries as they affect American labor, and the Teamsters in particular. Here too it was felt we met with success.

In England, I met with Ambassador Winthrop Aldrich and members of his staff. It was encouraging that our nation's foreign affairs are in such capable hands. Much time was spent with the labor attache, Joseph Godsen.

The talks with Ambassador Aldrich were a highlight of my London visit. He was gratified to hear I had spoken frankly to British labor about its middle-of-the-road stand on communism. He reminded me I could say things to the British labor people and the powers in the British Labor Party which an ambassador could not.

We discussed the lunch with Herbert Morrison, Member of Parliament of the British Labor Party, and ITF President Deakin at the House of Commons. Mr. Morrison was asked very frankly whether the visit of representatives of the British Labor Party to Red China at this time was not a mistake and would not be interpreted as appeasement of Communists. Morrison said, in his opinion, the timing was bad. Arthur Deakin also felt that the timing was bad.

Perhaps the Conservative government had suggested British labor visit China so trade relations could be re-established. I asked if Great Britain had not always put trade considerations ahead of all other considerations. Morrison was not in the least offended, and there was a frank discussion along these lines, with Morrison saying when trade fell off, unemployment resulted in Great Britain and that trade was important and essential.

All this was related to Ambassador Aldrich, and he agreed because he felt the British need to be firmed up at this time on the Communist issue. The majority of the British labor unions are in agreement with American thinking on these issues, and, as Morrison emphasized, Britain and America must work closely together.

Ambassador Aldrich urged me to come to Great Britain frequently, that other Teamster leaders visit the British Isles at the grass-roots level. He suggested British labor people be invited to America to exchange ideas.

Quite a lengthy visit was had with Arthur Deakin of the Transport Workers and we visited Transport House, the headquarters of his very strong union. Deakin, as you may know, replaced Ernest Bevin, when Bevin went on to be Foreign Minister of Great Britain.

There were discussions with other labor leaders, all of which followed the same general trend. As stated on several occasions, "I have come here to look, to listen, and to learn." Always there was the thought in mind: How can the American Teamsters best assist in the fight against communism around the world?

We had a brief opportunity to see the British economy "at the grass roots." We found full employment—perhaps over-employment, because the problem of productivity still seems to be Britain's great problem. Much of her equipment is antiquated, and her workers need a productivity psychology. While there is no unemployment in Great Britain, wages are low and there is a low level of living.

During my brief sojourn in Great

Britain I had an opportunity to visit the American cemetery near Cambridge, some 60 miles outside of London. This is the area where many American airfields were located during World War II. A beautiful shrine has been built there and rows and rows of Christian crosses and Stars of David stand out against a background of green grass, beautiful trees, and memorials. My visit was thought provoking. I had come to Europe to see how Teamster strength could be added to all those forces fighting communism and fighting for peace, so that additional American cemeteries abroad could be avoided.

We also visited an American military hospital.

These trips were squeezed in between meetings which began early in the morning and lasted until late at night.

Four and a half days after my arrival in London, I was flying to Berlin, arriving there on July 21. We landed at the famous Tempelhof Airport, where the Berlin Airlift saved the key German city from the Russian blockade.

Leaders of the German teamsters were waiting at the airport, along with the American labor attaches from Bonn and Berlin, as well as the AFL representative, Henry Rutz.

Our party went quickly through customs and proceeded to the Kempinsky Hotel. Although it was eleven o'clock at night, a brief get-together was held with the free trade union leaders of Berlin, Behre, Rosenberg, and Shenofski. These leaders expressed confidence that German free labor unions would grow, but they pointed to the pressing economic problem in Berlin.

On Wednesday, July 22, the first order of business was a trip to military headquarters. There I met with General Timberman, who succeeded General Lucius Clay, and Administrator James Conant's deputy in charge of West Berlin. A two-hour briefing followed. Charts were dis-

played which explained West Berlin's precarious economic position.

West Berlin is an island in a Red sea. Twenty-five per cent of its workers are unemployed. One out of two families need assistance from the government. This situation is due to the fact that, economically, as well as politically, Berlin is cut into east and west zones.

Berlin needs raw materials, foodstuffs, and these can only come in through a corridor—a single road controlled by the Russians. American pressure ought to be applied to keep this corridor open. Russian obstruction of this corridor should be met with quick retaliation. As a Teamster, I feel keenly the need to keep transportation open for a city such as Berlin.

During our second day in Germany we toured East Berlin briefly in an embassy car. In effect, we went behind the Iron Curtain. Noted with interest was the Stalin Alle which is the only part of East Berlin that has been rebuilt. It is a showcase, a facade behind which the destruction of World War II still remains. While West Berlin is being rebuilt rapidly, East Berlin, in contrast, is not.

Our party returned to the hotel in time to be picked up for a Berlin trade union reception. This was a

reception given by the organized teamsters of Berlin in honor of our visit.

Although my stay in the troubled city was short I was able to extend a hand of fraternity to German workers encountered in my tours.

At lunch one day discussions were held with other trade union leaders, most of which centered around the matter of "co-determination." Rosenberg, a member of the staff of the German Federation of Unions in charge of international work, presented the issue of co-determination to me. Co-determination has now been enacted into German law. It provides that German labor unions will have six representatives on a controlling board of directors; management will have six; and a thirteenth will be chosen from the general public. This board of directors selects three managers, each with equal authority—one for production, one for finance and sales, and one for labor. We were to go into the matter of co-determination when we visited the Ruhr Valley later.

The visit to a center for refugees escaping from East Germany was interesting. Administered by the West German government, these centers screen the refugees as to their reasons for coming into West Germany and place them in jobs.

There was a definite anti-Russian feeling among the refugees. This feeling, however, could not necessarily be considered a war feeling, for the Germans have felt war as the Americans have not. There is still war destruction everywhere in Germany in spite of the great job of rebuilding in the Western zones.

On the night of July 23 our party flew from Berlin to Frankfurt. The flight was over Russian territory. The plane was confined to a 10,000-foot level and a narrow homing beam. Flying below or above or deviation from the beam provoked the Russians to shoot planes down.

There is much rebuilding activity in Frankfurt. Particularly, noted was the



FORMER British Prime Minister and Labor Party Chief Clement Attlee greets President Beck at banquet for the International Transport Federation in London early in August.

Frankfurt Hof, a hotel in which I had stayed five years ago and now entirely restored.

The morning after our arrival at Frankfurt we drove through the Rhine Valley to Dusseldorf. We stopped at Cologne and passed Remagen, the place where General Patton had crossed the Rhine and where many Americans had been lost.

From Dusseldorf we drove, on a Saturday morning, through the Ruhr industrial region, stopping at a steel mill, where I had a brief talk with a labor director. He was one of the three co-determination managers

bleau, the ancient summer palace of French kings and particularly of Napoleon.

I conferred next day with Irving Brown, the AFL representative, who gave me a briefing on the French trade union situation and general economic problems of the nation.

France not only has the problem of many political parties but also has the problem of a strong Communist party and Communist domination of many labor unions.

The French middle class is composed of many small store owners, probably twice as many per capita as are in America. These store own-

Everyone in SHAPE headquarters was generous in his praise of the first commander of SHAPE, General Eisenhower.

In Paris I conferred with Ambassador Dillon, who had just returned from a meeting with Premier Mendes-France. We discussed the economic problems of France, which are tremendous. Much of French industry is nationalized; the remainder is in cartels. Ambassador Dillon told me that, to stimulate competition and revitalize the economy, Premier Mendes-France would present his Chamber of Deputies with a strong economic program. (This was done shortly after we left France.)

The FOA director in Paris was optimistic about the nation's economy, however. He felt that France had made great progress. The FOA Administrator felt that France was the one country in Europe that had all the resources to be self-sufficient. In contrast, Germany's problem is that her breadbasket is now in Russian hands.

There is a strong feeling in France for Communist appeasement, a feeling shared by far too many European unionists. It is important the AFL and the Teamsters in particular, take a strong hand in influencing European trade unionists.

On July 28 we flew to Zurich, Switzerland. There we rode by automobile to Luzern and began a series of motor trips and one-night stops between Switzerland and Southern Italy.

Most interesting about Switzerland was its high degree of electrification. Because of its mountain streams, there is much hydro-electric power. Swiss workers look well and are living well.

We stayed overnight at Lake Como near the Swiss border and proceeded to Venice.

In Venice truck drivers use gondolas. We stayed overnight, long enough to inquire as to whether or not these gondola drivers are teamsters. We found out later that some are in the Communist teamsters and some are in the free trade union teamster movement.

From Venice we went to Florence and Milan, observing a degree of prosperity in Northern Italy. As we



GETTING down to the "grass roots" level, the Teamster chieftain saw many cabbies and truck drivers as he toured the streets and industries of the European nations he visited. Here a London cabbie tells Mr. Beck of working conditions and living conditions.

who had been appointed to manage this giant steel works and was, of course, sold on the principle of co-determination.

There is a great difference between collective bargaining in Germany and collective bargaining in the United States. They are two different animals bearing the same name. It is interesting to note that what the Germans felt they were accomplishing with co-determination at top-level, American labor is accomplishing, and has accomplished for years, through economic action, at the steward and business agent level.

From Dusseldorf we flew to Paris, arriving early in the evening. Next day, our party drove around the French capital and went to Fontaine-

ers pay very little in taxes. The workers, on the contrary, have their taxes deducted from their pay and have little tax escape. There is inflation in France, although it is leveling off. French food is very costly, and we wondered how the average French worker could survive with such prices.

On a Monday we drove out to SHAPE headquarters. SHAPE is the military arm of NATO. Here I met General Nordstadt, a four-star Air Force general who is acting as Deputy Commander of SHAPE. General Gruenther was out of the country at the time of my visit. Nordstadt gave a thorough picture of SHAPE and his assistant, Colonel Robbins, continued the briefing.

drove south, we noted that poverty increased. We arrived in Rome on a Saturday, a week after we had arrived in Paris.

In Rome the same pattern followed in other countries was instituted. I conferred with embassy, FOA, trade union leaders, and AFL representatives. Noted, especially, was the excellent work FOA representatives are doing in Europe. Harold Stassen and his staff are working hard to accomplish Allied economic goals there.

Italy is the country in Western Europe with the largest Communist party. In the last election 36 per cent of the vote was Communist. It is estimated the Reds are spending \$50 million a year for organization and propaganda in Italy. This money comes to the Reds as a result of a broker's percentage of Italian trade with the East.

There is great poverty in Italy and unemployment is a continuing problem.

Ambassador Clare Booth Luce was out of the country, so I met briefly with the acting ambassador and other members of an excellent staff. We were particularly interested to find that FOA Administrator Tasca had established a policy which refuses American contracts to Italian industrialists if their plants have Communist-dominated unions. Tasca urged we take a continuing interest in the growth of free trade unions in Italy.

His suggestion was put into quick action when we met with Pastore,

the president of CISL, a free trade union group in Italy, and later with leaders of FILTAT (Federazione Italiana Lavoratori Trasporti Ausiliari del Traffice). CISL felt that its organization needed some \$16 million a year to successfully compete with the Communists. CISL is a minority union, and progress is slow, but I was greatly impressed with Pastore and his co-workers.

FILTAT is the Teamster counterpart in Italy. Fifty-five per cent of the organized teamsters of Italy are in the Commie union; 45 per cent in

FILTAT. The great bulk of the teamsters of Italy are still unorganized.

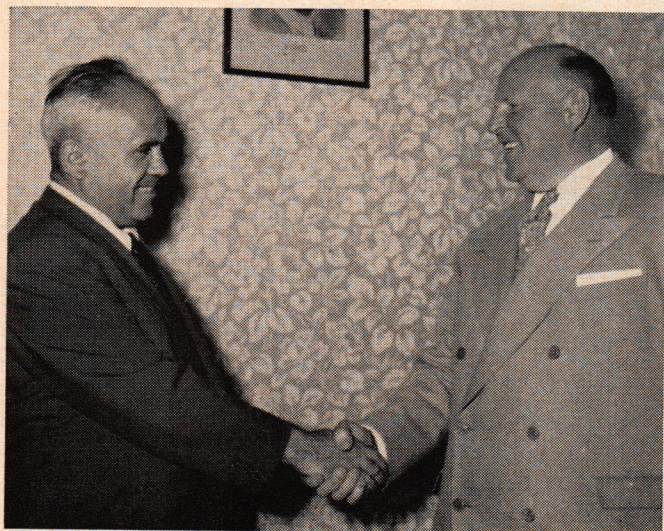
Curiously enough, FILTAT has approximately the same emblem as we have. Somehow they obtained an American Teamster button and adopted it as their own.

Upon visiting their hall to meet with the executive committee we found signs all over the street entrance — "Benvenute Beck" (Welcome Beck). We received a tremendous welcome.

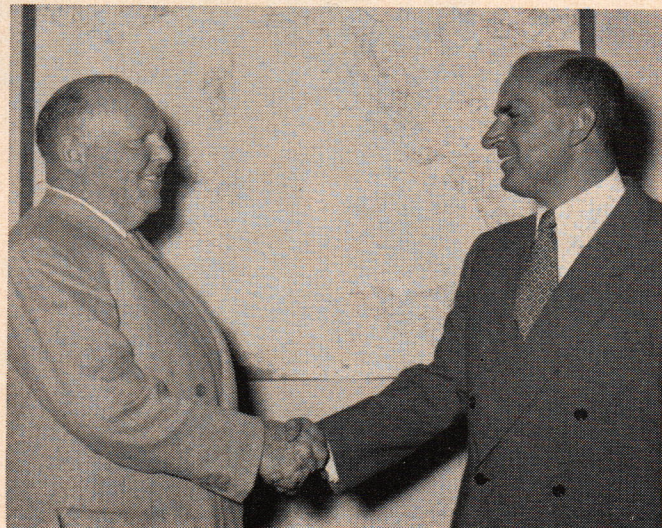
Upon arrival, one of the secre-



THIS Fiat was presented to FILTAT officers by the general president in behalf of I.B.T. FILTAT officers in the past have had to ride trains and hitchhike in Italy.



CISL General Secretary Giulio Pastore and General President Beck discuss organizational objectives of the union.



HENRY J. Tasca, director of the United States Operations Mission to Italy, greeted the Teamster president at his Roman office.

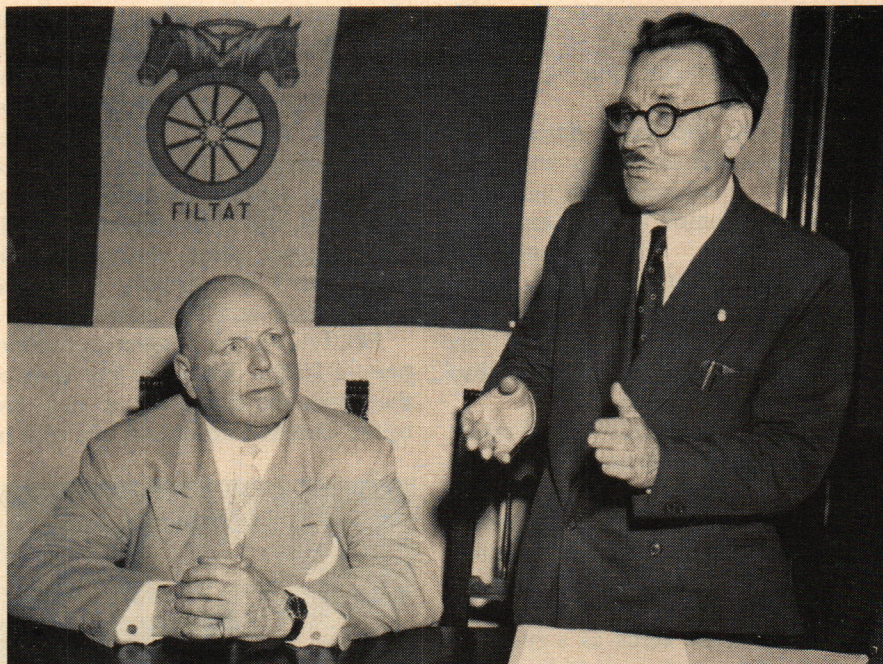
taries presented me with a tribute of flowers. Then the president of the Italian teamsters delivered a speech. In it he declared that his organization believed in non-political unionism as the hope of the Italian worker. He said that he had learned much from his two brothers who live in Los Angeles and are members of one of our locals there. He pointed out other members of his executive board have relatives who are members of our international union and they all have a great admiration for our organization. This is true of thousands of Italians.

He said FILTAT hoped it could get help from American Teamsters, although they are self-sufficient. (FILTAT is one of the few unions in Italy which is.)

FILTAT's budget is low. Their dues are, of necessity, low.

On behalf of our union, I promised a small Italian car, a Fiat, which was presented a few days later. One of the organization's real problems is getting around Italy. The officers of FILTAT must take trains or hitchhike to get about, while the Communists have autos and motor scooters at their disposal.

I also suggested they draw up an organizational prospectus on what cities they would like to organize,



GAETANO Abate, national secretary of the FILTAT, an affiliate of CISL, presented Mr. Beck with an honorary union membership card.

what the possibilities are, and what the costs would be, and that we would consider the matter of assistance. There was a tremendous feeling that our union is a great ally. We feel our visit strengthened the resolve of the leaders of FILTAT in their work against communism.

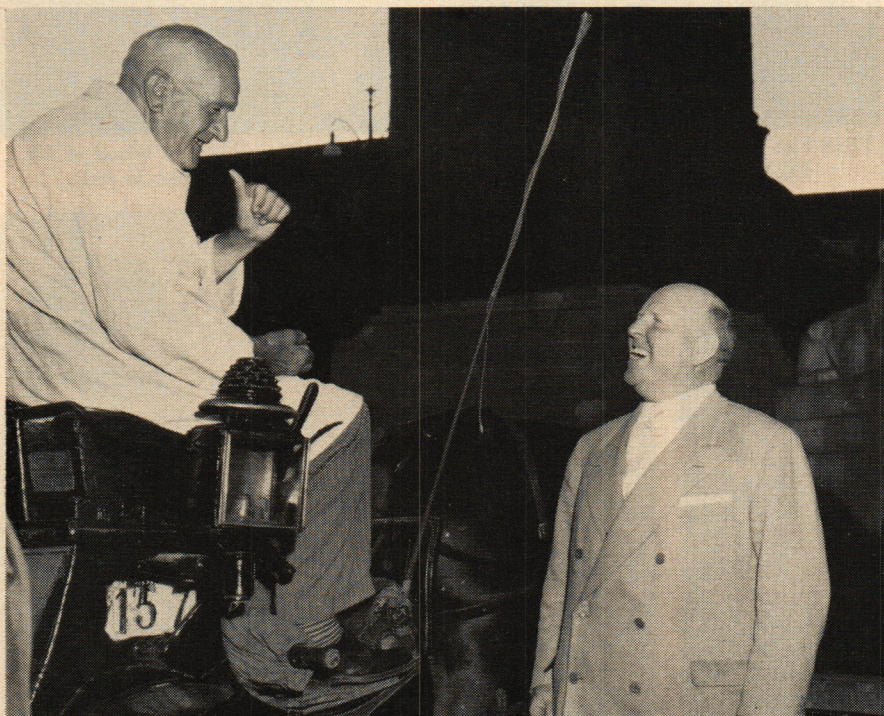
An event which occurred in Italy, of particular interest to our mem-

bers was a session with representatives of the Catholic Church. I have long felt that if communism is to be fought successfully in Italy, the Catholic Church must be one of its greatest fighters. Italy is 95 per cent Catholic. The closest association between the free trade union movement and the church, not only in Italy but throughout the world, is essential. Every phase of religion, be it Protestant, Catholic or Jewish, must cooperate to improve the economic welfare of the common people. The objective of the Communists is to destroy religion, which is the only bulwark of civilization.

A meeting was arranged between myself and Msgr. Landy, an American who was representing the National Catholic Welfare Conference in Italy. With him was an Italian clergyman who was head of the Pontifical Relief Commission.

We discussed the attitude of churchmen toward communism. We were told the Church is now taking steps to end a co-existence philosophy which in some instances occurs in Italy today.

From Italy, our party flew to Madrid. The trip was completely unofficial. We visited no Spanish government officials, nor were there meetings with trade union leaders. We had lunch with an official of our embassy and observed the status of



ROMAN hack driver rests his horse while he chats with President Beck about the cabbie's lot and working conditions in post-war Italy.

the Spanish worker under Franco.

From Spain we flew to London and then back to New York. A total of four weeks had elapsed since the beginning of our journey.

I would liked to have stayed in Europe another month and to have visited Egypt, Israel and, if possible, Morocco, Iran, Casa Blanca and India. I would have liked to have talked with the cab drivers, the barber, truck driver, sales people, elevator operators, bell-hops, clerks, government officials, labor representatives, bankers, attorneys, educators, etc., but I had to be in New York on August 9 to attend the Executive Council session of the A. F. of L.

I flew down Tuesday, the 10th, to Washington to meet President Eisenhower at the White House and discuss with him my observations of conditions in Europe. It has been my privilege to have talked with the President several times, and no one could be more gracious and friendly. He has, of course, a wonderful understanding of Europe and its peoples, problems and leaders. I talked with him for 30 minutes and expressed to him my opinion of European problems and their relations to the future as I envisioned them. We discussed communism in Europe and Asia and Japan and her problems in the Far East. I assured him that American Labor recognized that our standards of living, to be protected and advanced, must aid and assist in fighting communism through assistance to the free trade unions of the world. I expressed to him my appreciation of courtesies and assistance given me by Ambassadors Aldrich of England, Dillon of France and the embassy staffs in Italy and Spain. I also commended the work of Stassen and his staff, the courtesy, cooperation and help of Army Headquarters at Berlin and SHAPE Headquarters at Paris, the briefing by the generals and their staff personnel.

I also discussed with him my proposed visit at an early date to Tokyo and on through the Far East, completing observations by reverse traveling back to Italy. I strongly advised that our government aid and assist in developing interchange of executives between the Allied countries to the end that they may study

our economy that has developed under free enterprise, and so that American executives of business and labor can study their problems. I am positive such an exchange of competent executives, remaining with the people, if possible, for at least a year, will produce fine future results. We must realize that our avenues of transportation have brought us within a few hours of any part of the globe. Mechanization will continue to develop throughout Europe and Asia. We must build the economy, the living standards of these workers everywhere, if we are going to create markets to consume and equalize competitive factors.

The free trade unions must carefully study the problem of Asia. The defense against the onrushing Communist hordes is a solid economy in Japan. There must be complete recognition that if this economy is to be developed and the people of Japan are to become prosperous, in our sense, we must find a solution to the problems of Japanese trade. We must realize Japan cannot live within her domestic economy or by trading with herself. Unless she can find avenues for the export of her production to the free countries of the world, the siren song of Russia and China will become more attractive to the ears of her people.

It is very apparent to anyone who

studies these questions that the high intensity of mechanization in the United States, along with skilled labor, has developed low cost production, permitting us to maintain foreign markets in open competition with cheap labor. However, mechanization is on the march throughout the world and preservation of American standards of living (wages, hours and conditions of employment) is contingent upon free labor and investment capital in the United States.

We must recognize that free trade unions are the greatest insurance against communism and are the only avenues to travel that will elevate wages, hours, and conditions of employment, thus narrowing the competitive factors we will continue to meet upon which the economy of the country is contingent.

President Eisenhower's thinking is in concert with this philosophy.

I returned to New York attending all sessions of the Executive Council. I had several conferences with our people in New York, directing our New York Joint Council and representatives of our Eastern Conference. I spent four days in Washington at my office and flew into Chicago to meet with our architects and discuss problems concerning our headquarters in Washington, then back to my office at Seattle.



REPORTERS catch Mr. Beck outside the White House door following his conference with President Eisenhower about European tour.

PHILADELPHIA DRIVER CITED FOR HEROISM

A PHILADELPHIA milk driver is the winner of a Pasteur award for heroism as well as a winner of a company citation and cash award following an act of heroism described as "above and beyond the normal course of duty."

The driver is Teamster Gaeton Pargola, member of Local 463, Philadelphia, and an employee of the Supplee Sealtest Milk Company.

The act for which Mr. Pargola was cited occurred April 5, when the driver was making deliveries on his South Philadelphia milk route. He saw smoke pouring out a home at 1930 Tasker Street and three children were trapped in the burning building. He rescued an infant girl, Rosalie Piner, and her two small brothers. He also attempted to save some of the furniture from being destroyed by the fire, but the flames had made too great a headway for the rescuer to salvage any of the furniture for the family.

In order to effect the rescue he had to break down a door. A witness to the rescue, a transit employee, was quoted as saying that "Gaeton was trying to get into the house. He broke a window and heard a baby crying on the sofa where the fire was. He then broke down the door. He rushed into the house, which was full of smoke and eventually brought out the baby."

He summoned a transit crew and asked it to raise a truck platform to a second floor window where two small brothers were hanging out the window, crying and screaming.

As the result of the action, he saved the lives of the three children. He won the Supplee Hero Award for heroic action "above and beyond normal duty." The presentation of the award was made at a luncheon with the presentation being made on behalf of Supplee by Municipal Court Judge Herbert E. Millen who was also principal speaker at the luncheon. Supplee in addition to the award presented Pargola with a \$100 savings bond.



TEAMSTER Gaeton Pargola is shown here with the infant girl he rescued from a blazing Philadelphia house.

Officials of the company, Mr. Pargola's family and representatives of Local 463, Food Driver Salesmen, Dairy & Ice Cream Workers' Union, were present.

The unusual act of courage won a recommendation for a Pasteur citation for Pargola which was awarded in June at a dinner at the Benjamin Franklin Hotel in Philadelphia. Dr. Bruce Baldwin, president of the National Milk Industry Foundation, Washington, D. C., made the presentation of the Pasteur medal to Pargola for his act of bravery.

Mr. Pargola has been an employee of Supplee for 19 years and is an active member of Local 463. He won special commendation from his fellow Teamsters especially President John B. Backhus and Secretary Albert Sabin for his outstanding heroism.

President Lauds Eastern Brewery

Dave Beck, President of the Teamsters' Union, has issued a statement praising the Ballantine Brewery for bringing the story of the trucking industry to the American public by dedicating the Ballantine-sponsored radio and television broadcasts of a New York Yankee baseball game to the nation's truck drivers.

During the broadcasts Ballantine's sportscaster, Mel Allen, described the essential job the truck drivers perform in "keeping raw materials flowing to industry, and industry's products flowing to market." Allen also told of the vast quantities of material hauled by the truck drivers each year and their high safety batting average.

Mr. Beck, speaking in his dual role as President of the Teamsters' Union and Chairman of the Board of the Independent Advisory Committee to the Trucking Industry (ACT), stated:

"On behalf of the members and officers of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, I want to thank P. Ballantine & Sons for the splendid tribute it has paid the nation's truck drivers. In dedicating its radio and television broadcasts of a New York Yankee baseball game to the country's truck drivers, the Ballantine Brewery has helped to show the important contribution that our members are making to the welfare of the country."

New Booklet Released

The Automobile Manufacturers' Association has just released a 10-page booklet, "What Do You Know About Trucks?"

The booklet notes that: America leads the world in the production and use of trucks; trucks employ one out of every 10 American workers; truck taxes now exceed \$1.5 billion a year, and that trucks serve the nation in a multitude of vital ways, on the farm, in commerce and in industry.

Eastern Conference Convention Set for Washington

THE first annual convention of the new Eastern Conference of I.B.T. has been tentatively scheduled for October 17-21 in Washington, D. C.

Organized a year ago to cover 15 states of the Northeast plus the District of Columbia, the Conference has been under the leadership of Chairman Thomas E. Flynn and Secretary-Treasurer Joseph Trerotola since their appointment last June. The first election of Conference officers by representatives of Eastern Locals will be held at the coming convention.

The meetings will be held at the Hotel Statler. On the tentative schedule, registration will be held on Sunday afternoon and evening and Monday morning.

General President Dave Beck will address the dele-

gates at both the opening session on Monday and the closing session on Thursday morning. At the first meeting, nominations for officers will be received from among the 250 Locals and 15 Joint Councils which make up the membership of the Eastern Conference.

The remainder of Monday and Tuesday morning will be taken up by policy committee meetings of the eleven Trade Divisions represented. The Divisions will then hold separate general meetings on Tuesday afternoon and all day Wednesday.

The closing session will start at 9 a. m., Thursday in the Statler's Presidential Ballroom. Here the final election of officers will be held, and President Beck will deliver a parting speech.

TEAMSTER'S WIFE CITES PROGRESS OF UNION

THAT the wives of Teamsters devote considerable attention to the welfare and place of drivers in the community is shown by a thoughtful letter the wife of a Canadian driver sends to General President Dave Beck.

Mrs. Charles Brasier, Rural Route 4, Ashton, Ont., Can., writes to President Beck in response to an invitation of the general president for comments, an invitation open to all readers as set forth in his presidential letter in *THE INTERNATIONAL TEAMSTER*. Her husband is a member of Local 938, Toronto.

Noting that progress has been made, Mrs. Brasier says that "... I am pleased at the progress the union has made for our men who serve their people and country ... in later years our men were looked down upon, for the simple reason of being a truck driver, milk man, etc. It is a little different today, but our boys are still not given the credit by public opinion of being the life savers, honest and trustworthy gentlemen of our countries who risk their lives each trip to serve their people and their communities.

"The members of the public in general have no regard for their fellow man behind the big semi-tractor trailers and rarely give him a chance,

nor credit of saving the every day careless driver who deliberately cuts in front of our boys, slamming on their brakes on hills, curves and other dangerous places, then laugh in our boys' faces who may have a 20-ton load in their care as well as their lives at stake. Our drivers skillfully save the lives of the ignorant drivers of the cars ahead as well as his own and likewise his semi-tractor load for his company.

"Most of car drivers are of the opinion that one of these big semi-tractors with a full load can stop as easily as a passenger automobile; and if an accident happens, our drivers are condemned and criticized most horribly. ...

"It is my opinion and very strongly indeed, that each automobile driver should be schooled in the proper method of handling his vehicle: first to know the distance it takes to stop his auto at such speed and how much distance it takes to stop a heavy truck or semi-trailer under the same speed and conditions. The motorist should be taught to watch for the signals the big trucks give when they see danger ahead or want to pass on the highway. The auto driver should be schooled to dim his lights and give the proper—not incorrect—signals in order to give the

boys handling the big machines a chance to come home safely to their loved ones. Many of our drivers are killed or injured as the result of careless and reckless drivers of passenger cars."

Mrs. Brasier also discusses the welfare status of drivers and her opinions refer to the status of the drivers in the area with which she is familiar. Mrs. Brasier says, "Our men are not given any protection after years of service to their company and country. There is no pension or means of living for them or for their families after years of service and being pounded to pieces over the road in line of duty. Our men should have a Pension Plan, also two holidays each year instead of one. With the heavy strain they are under, the drivers should have time off each six months at least. The railroad engineers are only allowed so much running time and then must take time off to ease the strain. Aeroplane pilots are given the same consideration, but not our highway drivers who are working under a far greater strain and under much more hazardous conditions which increase each year.

"Tomorrow if anything should happen to my husband who has been with his firm 16 years, we would have no protection of any sort. Our boys only work from trip to trip and have very poor insurance as the insurance companies think they are too big a risk due to their hazardous

(Continued on page 20)

Down on the Ohio with Joint Council 26

CINCINNATI, a nice, clean, tidy, well-run city of 514,000 persons, is on the Ohio River, about midway between Pittsburgh, Pa., and Cairo, Ill.

In the old days in Cincinnati, virtually everything deliverable came and went via the Ohio. A good deal still does. But rails, then the trucks, came to town and Cincinnati lost its characteristic "river town" flavor, becoming a cosmopolitan and industrial center in the process.

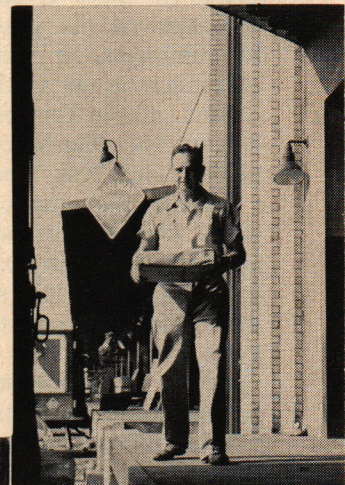
INDUSTRIAL LEADER

Down on the Ohio today, six certificated water freight carriers still serve the city. Their majestic tows and barges, moving up and down river in stately calm, lend a pleasing touch of yesterday to a very modern city. Trucking in the Queen City today is represented by 143 interstate carriers, which reach 1,100 cities and a population of over 25,000,000 with overnight service. That kind of service has helped to make Cincinnati a leader in the manufacture of such diversified products as machine tools, playing cards, soap, chemicals, clothing, malt liquors, office furniture, paper and paper products, radios and television sets, roofing and insulation, and sheet metal products.

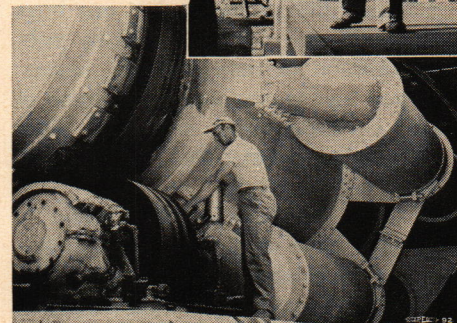
In common with many other U. S. cities, Cincinnati received a shot in



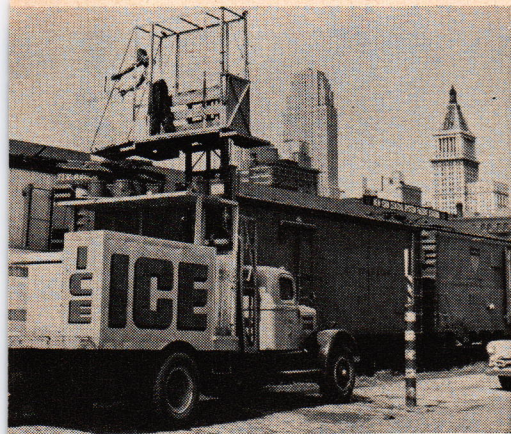
Above: The old Taft home in downtown Cincinnati is now a museum. Cab driver Pat Kelly, Local 954, tells the magazine all about it.



Above, right: Estel Crider, Local 127, is Railway Express driver.



Right: Leroy Bishop, member of Local 661, works at Davison Chemical Co. plant, which makes a catalyst used in oil refining.



Atop that ice truck, Bill Jacob of Local 105 is icing a refrigerated railroad car.

its industrial arm when World War II started. For a time, after the war, Cincinnatians wondered if the bottom might not drop out. On VJ-day, the Wright Aeronautical Corporation plant at Evendale, which employed over 35,000 persons in the manufacture of airplane engines, closed abruptly. There were some anxious years until General Electric and Electric Auto-Lite moved into the plant to make jet engines and auto equipment.

Teamster organization, too, re-

ceived a lift during the war, and the lift has been sustained to this day. Teamsters Joint Council 26, which is composed of the 17 Cincinnati locals, today represents 14,287 members, give or take a few. The Joint Council was chartered May 13, 1943. Its office at 219 West 12th Street is in an old building with a modern front that is owned by Local Union 100, the big Truck Drivers, Chauffeurs and Helpers local. Office space here is rented to many of the other Teamster local unions.

COUNCIL PRESIDENT

President of Joint Council 26, and also president of Local 100, is George P. Starling, who is big physically and big in leadership qualities.

Born in San Antonio, Tex., Starling started driving a truck in Cincinnati in 1922, joined Local 100 the same year, and has been a member in good standing ever since. From 1930 to 1942, when he was elected president of Local 100, Starling drove for the Cincinnati Transfer Co. He has been president of Joint Council 26 for five years.

PROGRESS TRACED

Starling recalls that when he first started to drive trucks in the Queen City in 1922, the scale was 55c an hour. By 1942, the prevailing rate was 74c, but vacations and paid holidays were still unheard of. Today, about 90 per cent of the membership of Local 100, which with its 7,000 members comprises about half

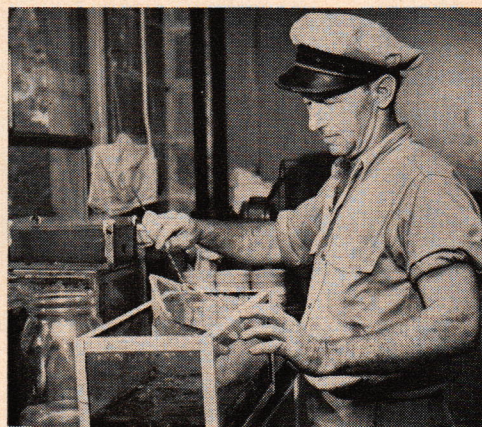


At the world famous Cincinnati Zoo, Local 932, composed largely of municipal employees, has many members working. Shown feeding the zebras is Mike Rokich, who has worked at the big zoo for over twenty years.



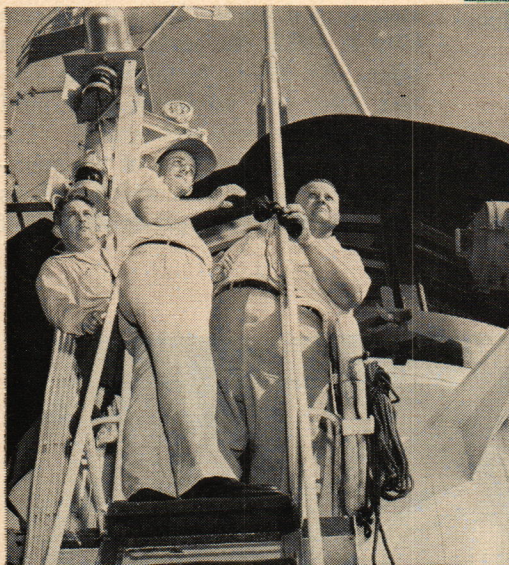
The officers of Joint Council 26. Seated at table are J. Lester Griffith, vice president, and George P. Starling, president. Behind, from left, are: Joseph E. Wira, trustee; Bert Cook, secretary-treasurer; Henry E. Brown, recording secretary; and James T. Luken, trustee. Another trustee, George Rehkamp, was absent when this photo was made.

Below is another scene at the Cincinnati Zoo. Claude Penn, a keeper in the aquarium, is tending some of his charges.



Right: The Ohio River made Cincinnati, and much traffic still moves over this important waterway. Shown at the Commercial Barge Lines dock are members of Local 100 driving trucks off barge.

Below, on the deck of the tug that pushed the barge shown in photo above, are, from left: Charles Govan, business agent of Local 100; Captain T. H. Utter, a member of the Masters, Mates and Pilots, AFL; and George P. Starling, president, J.C. 26.



Below: Ina Barker, Local 122, is a record presser at King Records plant. She's holding "Work With Me Annie," current hot seller.



the membership of the Joint Council, is covered under health and welfare. The scale is \$1.99, with a \$3 cost-of-living increase, and paid vacations are provided.

Perhaps no Teamster group in the country is more safety-minded than the Cincinnati leaders. Starling is on the board of the Greater Cincinnati Safety Council, which holds monthly meetings. Another Local 100 man, Business Agent Earl Quigley, is chairman of a "Safety Month" that the Joint Council sponsors each September, with formal proclamations from the mayor and governor lending prestige to the occasion.

ACTIVE IN CITY

Other evidence of Teamster participation in civic endeavors is found in the appointment of Henry Brown, secretary of Local 152, as a vice president of the Hamilton County Unit of the American Cancer Society; in the board membership of Otto Frobe, secretary-treasurer of

Local 100, on the Community Chest.

Another Local 100 business agent, Charles "Irish" Govan, is a vice president of the Kentucky State Federation of Labor (Covington, Ky., is just across the river from Cincinnati), and secretary of Labor's League for Political Education in Northern Kentucky. Labor in Kentucky, incidentally, is involved in an all-out fight to defeat a "right-to-work" law that is being backed by the Associated Industries of Kentucky.

THE GOOD OLD DAYS

One of the oldest Teamsters in town is Emil Wendel, who is a charter member of Local 100 (it was chartered in 1913). Emil, who was born in Cincinnati in 1881, started driving a team when he was 15 years old, and joined the old Team Drivers International Union before the International Brotherhood of Teamsters came into being. In 1904, Emil recalls, he was earning \$9 a week. He worked six days and "shined up the harness" on Sunday. For the last several years, Emil has been custodian of 219 West 12th St., the building which houses the Joint Council office and most of the Cincinnati local union offices.

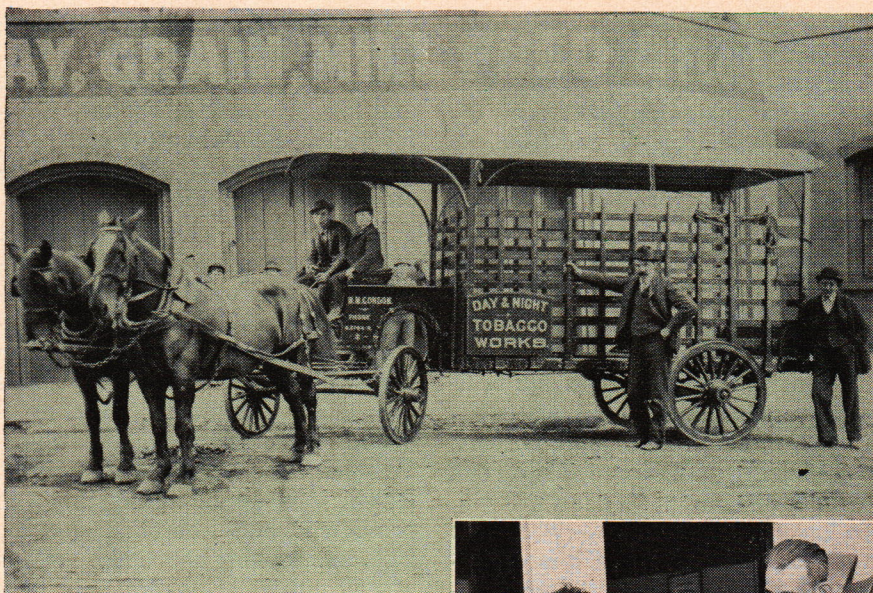
A Cincinnati Teamster, long since dead, who holds an honored place in Ohio educational circles is Joe Heberle, who has often been called



The Mid-West Donut Co. operates a light emergency first aid truck, and here's Bill Campbell, member of Local 114, with kit in hand about to make call.



At the Hudepohl Brewery, driver Jack Burbrink, Local 100, makes ready to deliver another load. Nights, Jack races his hot-rod at Cincy's Race Bowl.



The time is 1904, and the driver of the rig is Emil Wendel, who was member of the old Team Drivers International. He's shown at right, with some pals.

the "father of free textbooks" in the State of Ohio. Heberle was a dedicated man who drove a one-horse team around Cincinnati in the early days of the century to make a living, and in his spare time campaigned tirelessly and relentlessly, and finally successfully, to get free textbooks for Ohio's school kids. An elementary school, at Bank and Freeman streets, is named in his honor.

Among the spare-time pursuits of many young Cincinnati Teamsters today is that of hot-rod racing. The big center for hot rodders is at the Cincinnati Race Bowl in the Evendale suburb. There, on a summer evening, you'll usually find from 40 to 50 cars in the pits. Perhaps 15 of the drivers will be Teamsters who drive trucks during the day. Some hair-raising races occur on the quarter-mile dirt and asphalt tracks.

COMPACT COUNCIL

THE INTERNATIONAL TEAMSTER'S photo coverage of the Joint Council 26 operation was fairly easy by comparison with some of the Joint Council stories in the West, where locals are often found scattered over a large area. Joint Council 26 is a neat, compact operation, and depicting members of the various locals at work did not entail putting on a vast amount of mileage. Since the month was July, and Cincinnati gets

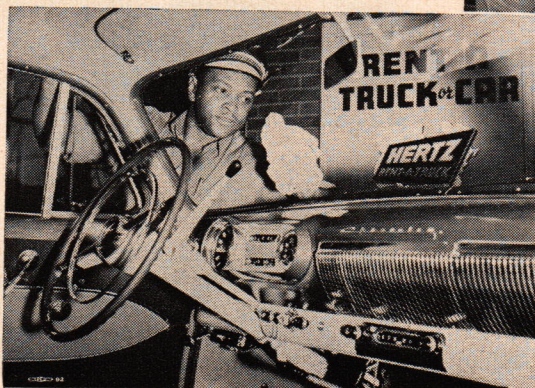
hot, this was all right with everyone concerned.

One is reminded, in Cincinnati, that the town is Taft country. It is where the Tafts grew to power and still exert power. When former President William Howard Taft was appointed Chief Justice of the U. S. Supreme Court in 1921, Cincinnati became the first and still remains the only city to have a citizen head both the executive and judicial branches of the Federal Government. His son, the late Senator Robert A. Taft, who fought a truly heroic fight against his last illness, is buried in Cincinnati. The former Charles Phelps Taft home was presented to the city in 1932 and is known as the Taft Museum. Here, THE INTERNATIONAL TEAMSTER secured a photo of cab driver Patrick Kelly, Local 954. Back in 1922, when the



Emil Wendel (center) today is custodian of Teamster hall at 219 West 12th St. With him are Sammy Butcher, Secretary of Local 850, and Edwin Ostermann, President and B. A. of Local 114.

Below: Young Billy Roberts got thrill out of donning Cincinnati Redlegs uniform being delivered to ball park by Andy Nevin, Local 180, Dry Cleaners.



Left: Clarence Monroe, Local 103, cleans windshield of car that is going out on rental.

American Federation of Labor convention was held in Cincinnati, Pat Kelly had the honor of driving AFL President Sam Gompers from the old Haviland Hotel to and from the convention hall every day of the convention. Before Pat got the assignment, he had to produce his union card for Gompers' inspection.

When Joint Council 26 was chartered in 1943, it was largely through the efforts of the late Frank Weizenecker, who was president and business representative of Local 181, Laundry and Linen Supply Drivers, for 35 years. The Council had been defunct for some years prior to 1943. In recognition of his services, the International appointed him a general organizer in 1948. Later he became an International Trustee and early in 1950 he was appointed an International Vice President by then President Dan Tobin. He died June 3, 1951, following an operation. Weizenecker holds a secure niche in Cincinnati labor history. Of his passing, President Tobin commented, "Sorrow and grief cannot bring him back to us or to Cincinnati. We will have to get along without him, but we truthfully say that while on earth he did the work of a real American and an honorable trade unionist. He is a loss to his loving family and a loss to the International Brotherhood of Teamsters."

HOW TOWN GREW

Cincinnati was named in 1790 by General Arthur St. Clair, governor of the Northwest Territory, in honor of the society of officers of the American Revolution. Before that it was a settlement known as Losantiville, a complicated combination of Latin, Greek, French, and Delaware Indian—the entire combination meaning "town opposite the mouth of the Licking River."

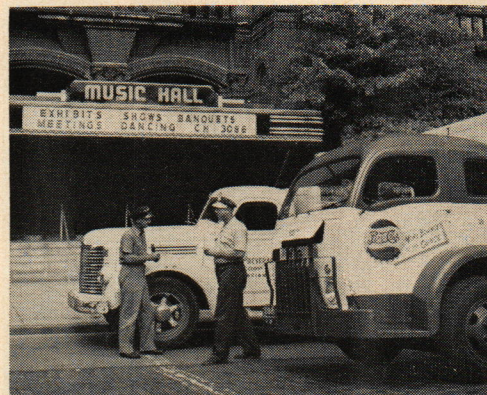
Forty log houses comprised Cincinnati in 1790, but by 1793 it had a newspaper, *The Sentinel*, one of the first west of the Alleghanies, and the following year canoe mail service to Pittsburgh began. In 1802, Cincinnati was incorporated as a town. It had grown, by 1810, to 2,300 population. Opening of the Miami Canal in 1827 has often been called the most important single

event in the development of Cincinnati. Extending from Middletown, Ohio, it helped to develop commerce and furnish water power for manufacturing. Between 1840 and 1859, the population of Cincinnati increased from 46,000 to 160,000.

Back in 1815, a Dr. Daniel Drake wrote a descriptive book on Cincinnati. It was translated into German, and was instrumental in attracting large numbers of German immigrants, who liked the town's high location above the river, reminiscent of scenes along the Rhine. To further the illusion of life on the Rhine, some of the immigrants who prospered built baronial looking halls overlooking the Ohio. When a few authentic looking beer halls were added to the scene, the illusion was just about complete.

Cincinnati has a Master Plan, completed in 1948 at a cost of \$250,000, that provides a blueprint for the city's development and for the coordination and redistribution of traffic. Like many other cities, Cincinnati finds its existing transportation facilities inadequate. Among the improvements called for are motorways, industrial areas, recreation, public transit, and urban redevelopment.

Cincinnati always has been known as a pretty good labor town, and labor's roots go back a long way. In 1821, the town had 31 workers' "societies" (labor unions), and Ohio's first real trade union—the Franklin Typographical Union—was organized in Cincinnati in 1828. In 1831, the *Working Man's Shield*, one of the first labor newspapers in the United States, appeared in town.



The old Music Hall on Elm Street draws varied entertainment fare. Soft drink drivers shown, members of Local 152, are Larry McQuaide and Lou Eichhold.



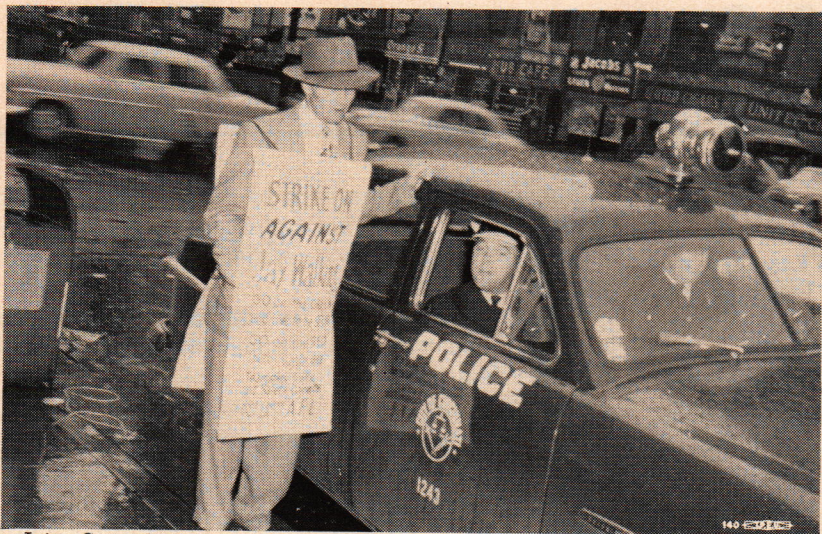
John Ludwig and his son George operate Ludwig Livery Co., and are oldtime members of 793, Funeral and Livery Chauffeurs and Helpers.



Above: At Donaldson Art Sign Co. plant in Covington, Ky., Edwin Swinford, Local 661, packs sign.

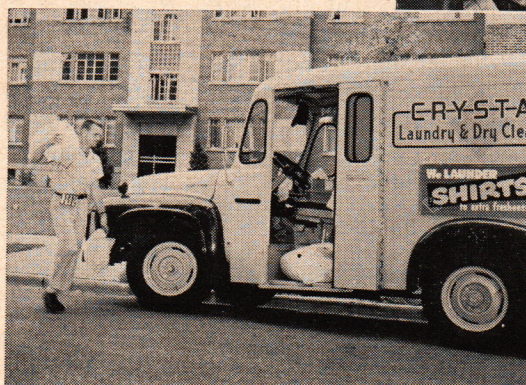


Left: Packing gallon jars of maraschino cherries at International Fruit Products cannery in Cincinnati are Esther Boles and Flossie Cooley, Local 850.



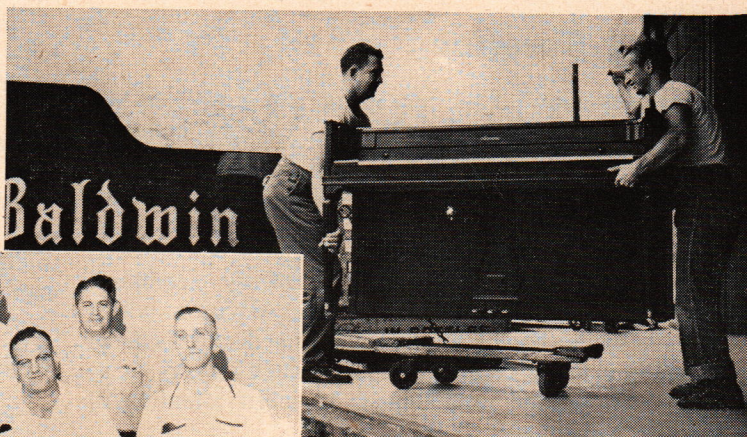
Joint Council 26 is vitally interested in street and highway safety, and pushes an active program every year. Scene stresses jay walking dangers.

In the early 1900's, the city often was called the worst governed in the country, but today it is often listed by municipal experts as among the best governed. In 1924, after the city was found to be almost bankrupt, a Democratic and Republican coalition "threw the rascals out" and established a new city charter. The nine city councilmen hire a city manager, who conducts the business of the city, and implements the council's decisions.



Left: Here's Joe Boose, Local 181, Laundry and Linen Supply Drivers, making a pickup at a Cincinnati apartment house.

Many Cincinnati Teamster local officials are present in photo below. Seated, from left, Lester Griffith, 793; Joseph Wira, 661; H. E. Brown, 152; George Starling, 100; George Rehkamp, 103; Bert Cook, 180; James Crowe, 100. Second row: William Amrhein, 105; Edward Crawford, 100; Harry Friedman, 122; Frank E. Quinn, 850; Earl Quigley, 100; Earl Weller, 100; Richard Horman, 661. Third row: Sam Butcher, 850; J. Meade, 100; E. Ostermann, 114; R. Eberhart, 954; O. Frobe, 100; S. Boland, 954; C. Govan, 100.



Above: Baldwin, one of the better U. S. piano manufacturers, has its plant in Cincinnati. Here's a new instrument about to leave the plant in the expert care of Earnest Stone and Edward Rose, members of Local 140, Furniture and Piano Drivers.



EDITORIALS

Looking at the Record

As this issue of THE INTERNATIONAL TEAMSTER was being prepared for publication Congress had not completed its work and adjourned for the summer. It was thus not possible to assess the value of the recent session in terms of what it did or did not do to or for labor.

This evaluation will undoubtedly be made during the coming weeks, for the record of Congress is certain to be an issue in many an election campaign contest. And the record will go back beyond 1954, the second session of the 83rd Congress. This Congress came into office in January of last year and has two full sessions to point to—depending on where you stand: with pride if you are a pro-Congress Administration exponent and with alarm if you are a critic of the recessing Congress.

One of the values of the 1954 campaign should be that of public education on the issues of the day. And we hope that political candidates in presenting their points of view will be conscious of their responsibility for presenting the case fairly, completely and honestly—quite an order in an election year, but one which should be followed.

Labor, it appears this year, is taking more than usual interest in election candidates and issues. It may be possible for labor to reverse the trend of open-shop laws being passed in the states under the phony “right-to-work” title and also of reversing the trend in Federal legislation which has been decidedly against labor.

Buying Gasoline

A serious blow to the morale of Union Service Stations is being dealt by over-the-road drivers, members of the Teamsters’ Union, who pass up Union Service Stations to patronize non-union outfits offering special discounts to them.

Communications have been coming in from all parts of the country, reports Edwin D. Dorsey, secretary-treasurer, National Automotive Trades Division, which clearly indicate the practice of offering discounts from two cents to three cents a gallon to truck drivers, is so widespread and demoralizing as to merit attention at the national level.

Many operators of Union Service Stations, displaying the Union Service Shop Card, report that when certain over-the-road drivers stop and are told the station is 100 per cent Union, employs members of the Teamsters’ Union and pays Union wages, but cannot allow them a discount on their purchases, the driver takes off down the road to a non-union competitive station, often displaying the “discount to trucks” sign.

The International Union and the Automotive Trades Division, as well as many local Teamster Unions have spent money, time and effort to organize, educate, and publicize the Union Service Shop Card.

Our aim has always been to get the best wages and conditions possible in the automotive industry, and to bring employees in service stations up to the standards of other Teamster units.

All these efforts will be for naught, if Teamster members do not support their brothers wherever and whenever they find them employed.

Over-the-road drivers are urged to look for the Union Service Shop Card and make purchases at service stations displaying this sign. They are also reminded of the Teamster obligation which includes the pledge . . . **“I will . . . never from SELF-MOTIVES wrong a brother or see him wronged if in my power to prevent it. . . .”**

Forcing Teamster members employed in Service Stations out of work, or jeopardizing their conditions, by patronizing non-union competition, is certainly wrong.

In addition to violating his Obligation, the thoughtless member who is doing so much harm to his brother employed in service stations, may very well be violating the Constitution of the International Brotherhood of Teamsters by actions which “tend to bring the local or the International into disrepute,” or by conduct “which shall be considered inconsistent with the duties, obligations and fealty to a member of a trade union, and violation of sound trade union principles.”

Ed Dorsey points out that while many over-the-road drivers are looking for, and getting this discount, they are doing so on their own and not at the request or with the knowledge of their employer.

In other words, the driver obtains a receipt for his employer showing the regular price paid—the discount is given to him and put in his own pocket.

It is for this reason that his actions are so deplorable—he is “ratting” on his Union brothers for his personal gain.

While this practice is most prevalent among the owner-operator drivers and gypsy outfits, it is practiced by others, and is a problem to be tackled by all Teamster locals from coast-to-coast.

Union Label Week

This month, September 6-12, the American Federation of Labor and all of its affiliates are celebrating Union Label Week. This period, we are advised by the Union Label and Service Trades Department of the Federation, “gives all branches of the labor movement a golden opportunity to publicize union labels, shop cards and union buttons and to promote the sale of union label goods and the use of union services.”

The business of educating the public and the labor movement on the value of the union label is a continuing one. General President Beck has emphasized in addresses at area and national trade division meetings the great importance of union label patronage and union

service buying. Teamsters have a great stake in a recognition of the label and the shop card.

Our monthly JOURNAL has carried on a constant campaign of union shop sign educational work. We hope that this work has been useful, but it can be useful only if all of us as Teamsters apply the lessons taught: we will all do better by buying union.

Where's Labor?

The United States Chamber of Commerce recently announced the appointment of a 24-member Special Advisory Panel on Highways, Streets and Urban Transportation. This committee will "study Chamber policy in the fields of highway finance, local transit, and urban traffic and parking problems."

On this committee are represented a wide range of segments having to do with the transport problem: oil companies, transit systems, auto leasing, truck lines, bus lines, tire manufacturers, warehousing, cab companies, railways, etc. The committee is undoubtedly a good one and should come up with some useful recommendations for the Chamber of Commerce.

We think the Chamber missed a couple of bets in naming this committee, bets which would have been helpful to the committee and would have been constructive for the Chamber of Commerce. The organization might well have named a couple or three labor representatives to work with the committee. One of the great problems of urban traffic is in the hands of the men who man the vehicles, trucks, busses, motor coaches, taxicabs, etc. Management is well represented, but there seems to be no voice for the working man in the segments of the transport problem represented by the actual drivers and operators.

We are not saying that the Chamber of Commerce should reach out and ask labor leaders how it (the Chamber) should set policy, but we feel that the Chamber missed a few bets in overlooking the appointment of some labor people on its study committee. We are certain their views would have been sound and constructive contributions.

For Better Transportation

A movement which has not attracted much attention of recent years deserves more interest than has been displayed by those in the field of transportation. This is the trend on the part of many schools and colleges to inaugurate courses in transportation, including a study of problems of motor transport.

A recent survey shows that courses in various fields of transport including trucking are being offered in 257 colleges and universities throughout the country. These courses include a wide range of study of modern transportation problems. The growing importance of motor transport is making the study of motor transport, traffic management and highway engineering both useful and necessary for a well-rounded picture.

The survey of these courses makes no mention of the labor relations aspects of transportation. And any

realistic operator in trucking, rails, air or waterborne commerce knows that the labor relations problem of his particular segment of the transportation picture is an important one. It might be well for these colleges and universities to take a second look at the courses they are giving and be certain that labor relations and labor problems are included. No course in transportation would be complete without a consideration of the labor situation. And we mean an honest and fair presentation—not a loaded course which would help in the campaign of antiunionism, so often fostered by those who would turn young people against trade unions before they go out to make their living in their chosen professions.

Back to School

September is back-to-school month as any parent with a school-age youngster well knows. The resumption of school creates new traffic problems for those driving commercial vehicles of any type.

The school crossing precautions taken in recent years by communities have greatly reduced the injuries due to traffic but there is still a great safety task ahead for all of those engaged in driving.

We would remind our members who drive trucks or commercial vehicles to remember that school is back in session or soon will be—and this means that we should all use that extra measure of care everywhere to see that we do not contribute to traffic casualty lists for 1954.

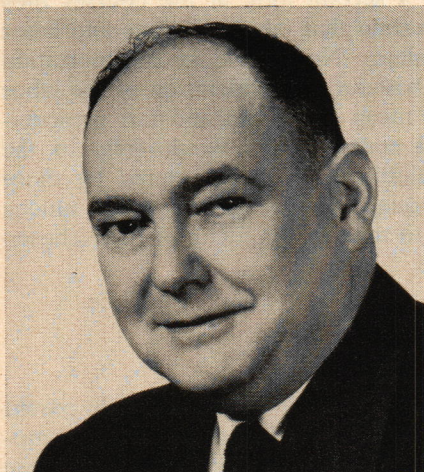
A Job for All

We hear a great deal these days about this thing called "public relations." Now this phrase may cover a multitude of things—too often a multitude of sins. By public relations we might say that we mean the sum total effect or impression which an individual or an organization creates through his conduct, activities and communications.

This means that public relations is not something which can be handled solely by a highly paid officer of a corporation or a designated official of a union. Public relations is everybody's job every day. Every member of the union in his dealings with the public and with other unions is building an impression of himself and of his union. If he is conducting himself in an honorable and decent fashion, the impression he is creating and the reputation he is building is one of honor and decency. If, on the other hand, he is constantly surly, discourteous, greedy and generally unpleasant, he is creating that kind of reputation for his organization.

Public relations is the constant impression being made by the members of an organization. Teamsters might well bear this in mind because our members come into contact with the public a great deal and they have an excellent opportunity to build good will for themselves and their union. But it's everybody's job every day—this thing called "public relations."

John Sweeney Is Named Western Conference Secretary



John Sweeney

John J. Sweeney, for the last two years assigned by the International as a General Organizer in the state of Oregon, has been appointed Secretary-Treasurer of the Western Conference of Teamsters. He succeeds the late Gordon Lindsay, who died July 1 of a heart attack while the Western Conference was in session in San Francisco.

Mr. Sweeney brings to his new post long experience in organizing work, both in the International Brotherhood of Teamsters and in the American Federation of Labor, which he represents.

For the last 16 years, the new Secretary-Treasurer of the Western Conference has been involved in every major Teamster organizing campaign in the West. The late President of the American Federation of Labor, William Green, for many years assigned Mr. Sweeney to these campaigns at the request of Dave Beck, at that time President of the Western Conference of Teamsters.

John Sweeney is a union man through and through. His father, the late Patrick D. Sweeney, was for 30 years a member of the International Brotherhood of Electrical Workers, serving as president of the new IBEW district council in Oakland, and also as president of the lineman's local in that city.

John Sweeney was born in Oakland, Calif., in 1910, and attended

parochial schools in that city. He became an organizer for the American Federation of Labor in 1938.

His AFL service was broken by a two-year stint in the Army in World War II. He served as an infantryman in Patton's Third Army. Following his discharge in December 1945 he resumed his organizing work with the Federation.

He was married in 1938 to Ann Eckhart. The couple has one son, John, Jr., 8.

His only sister, a nun, is a member of the Holy Name Order. She has been a teacher in the San Francisco schools for many years.

Wife's Letter

(Continued from page 11)

work. I think it is about time our highway drivers were given more protection by their companies and union and more consideration by the insurance companies."

Mrs. Brasier referred to the strain the drivers are under as the result of strict insurance rules imposed by the employer's company insuring cargoes. She referred to the drivers' being "hounded" as the result of strict insurance regulations and suggested that the passenger car drivers who constitute a great highway hazard should be the target of attention in accident prevention.

The letter from Mrs. Brasier comes with particular timeliness since efforts are being made to push Teamster organization in Canada. Late last month a meeting was held in Regina, Saskatchewan, for the purpose of advancing the overall drivers in Canada. Representatives from all Canadian local unions were represented. A report on plans for Canadian organization work will appear in next month's issue.

Officials at the International Office expressed interest in Mrs. Brasier's thoughtful letter presenting the views of a Teamster's wife, views which the officials said are always welcome by General President Beck and other officials.

Canada Growth Moves Rapidly

The last great frontier of the North American continent is rapidly disappearing as astonishing strides are made daily in the development of power projects in Western Canada.

Much of this development is taking place in the province of British Columbia on Canada's Pacific coast. Less than a month ago, construction work was finally completed on the famed Alcan (Aluminum Company of Canada) project. This engineering miracle encompassed the construction of a complete power station, transmission line, small village, and dam, including a main power tunnel cut through massive mountains. Power from this project will feed the world's largest aluminum smelter at Kitimat.

Also completed early this year was the great Waneta Dam on the Orellie River in British Columbia. The dam was completed ahead of schedule to supply power to the Consolidated Mining and Smelting Company, Ltd.

In the past Spring, work was progressing rapidly on the Cleveland Dam at Vancouver. Started in 1951, this \$5,769,000 job offered many complex engineering problems.

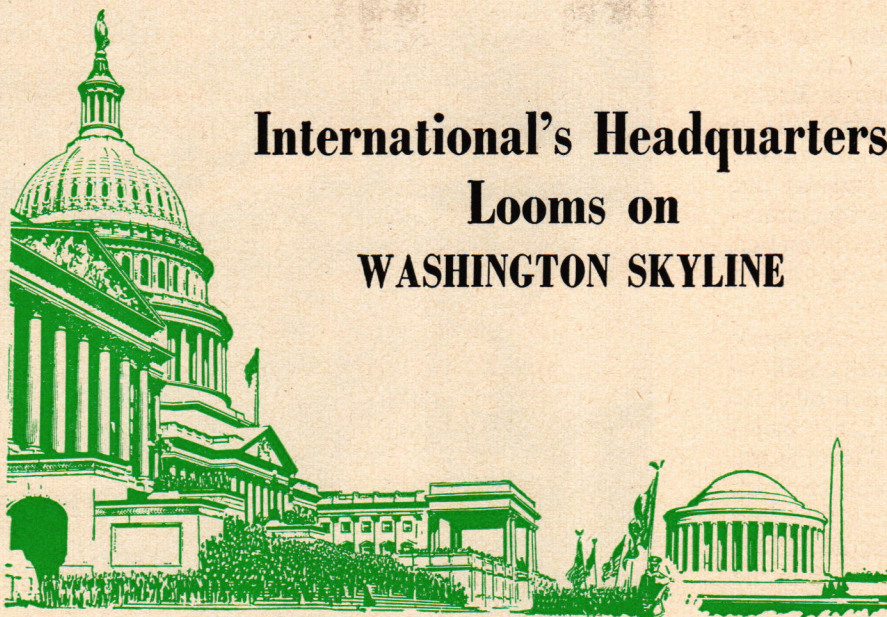
The lifeline of these near-miraculous construction tasks is the transportation work of American and Canadian Teamsters. The end is not yet in sight, as the potentialities of the great Pacific Northwest are uncovered and utilized.

Strike Act Inapplicable

An all important ruling was issued recently by Superior Court Judge Charles J. McGoldrick of Sonoma County, Calif.

In his decision Judge McGoldrick ruled that the California Jurisdictional Strike act could not justify a restraining order against an organizational picket line in an interstate case governed by the Taft-Hartley law.

The case involved Teamsters' Local 624 and a Sonoma County trucking company.

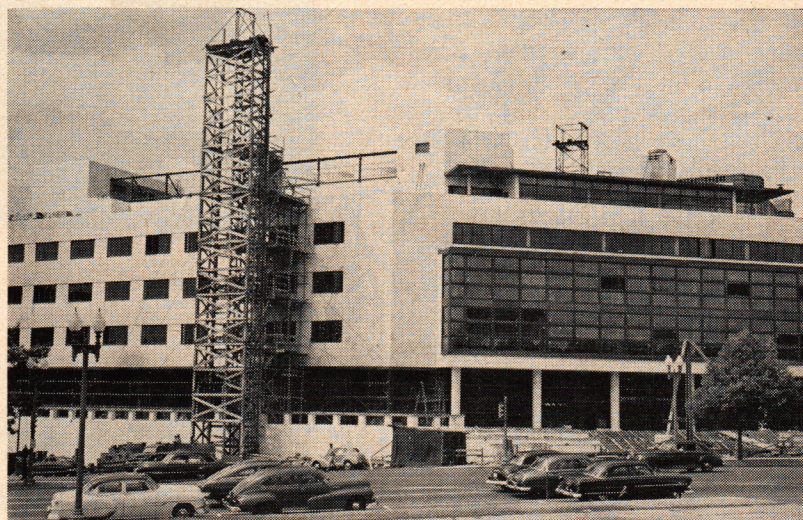


International's Headquarters Looms on WASHINGTON SKYLINE

THANKS to an unusually cool and dry summer in Washington, D. C., the construction of the new International Headquarters building in the Nation's Capital is now 70 per cent completed.

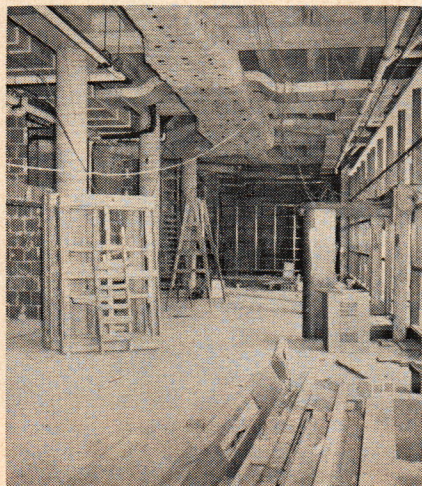
Built of beautiful white marble, the \$4 million structure is rising at the corner of Louisiana Avenue and D Street, in the shadow of the U. S. Capitol. It will be four stories high and cover 19,000 square feet of land, containing within the building a garage of 68-car capacity.

Over half of the total construction cost is being paid to AFL craftsmen working on the building.

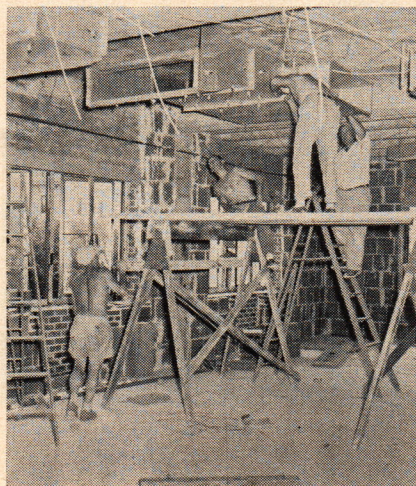


IN ITS LAST stages of completion, the new International Headquarters rises near Capitol Hill, on ground which was formerly covered by a parking lot.

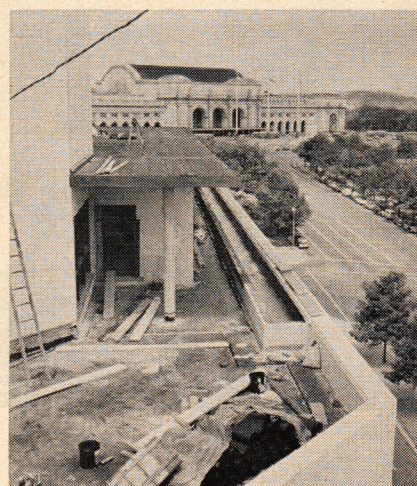
FINISHING WORK is being done on the foyer at the main floor entrance.



SHEET METAL workers, AFL affiliated, work on ducts for the heating system.



A FEW BLOCKS from the Headquarters is Washington's Union Station.



WHEN most Teamsters are suffering summer's discomforts, there is one small, lucky group of Brothers who scarcely know what it is to perspire on the job. Furthermore, they are treated day in and day out to one of the world's great panoramic views—that of the San Francisco Bay area, as seen from the Golden Gate Bridge.

These lucky Brothers, who work year around in natural air-conditioning as provided by cool offshore breezes from the Pacific, are members of Local Union 216. Many are employed in maintenance work on the world-famous structure that opened to traffic on May 28, 1937. Others are toll collectors who in the fiscal year 1953 collected nearly \$4½ millions from vehicle owners. (As an indication of how traffic over the Bridge has increased, toll revenues in 1938 amounted to a little over \$1½ millions.) Members of Local 216, whose secretary is James F. Ward, have worked on the Bridge since shortly after it was opened.

BRIDGE DIRECTOR

In Teamster circles in the San Francisco Bay area, the Golden Gate Bridge is often referred to as "Diviny's Bridge." That's because Joseph J. Diviny, Vice President of the International Brotherhood of Teamsters, and President of Local Union 85, San Francisco, is also President of the Golden Gate Bridge

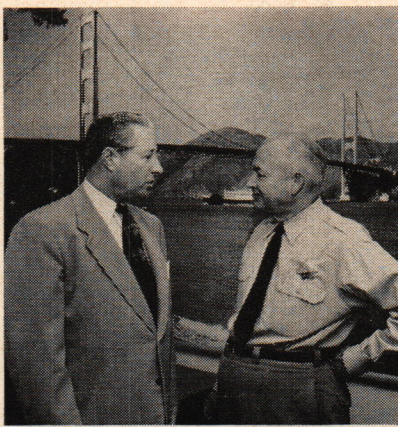


"DIVINY'S BRIDGE"

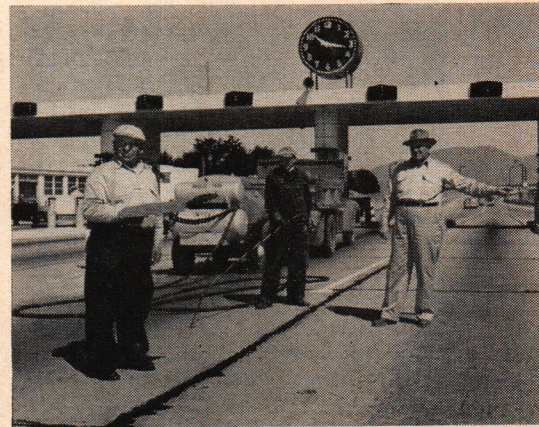
TEAMSTERS SPAN THE GOLDEN GATE



Walter Billiter is one of five tow car drivers employed on the Golden Gate Bridge. He's veteran employee.



Bridge President Joseph J. Diviny, left, in a huddle with Toll Captain Ray Logan, Local 216 member.



Three Local 216 members shown at toll gate plaza. They are C. S. Franco, Arthur Olson and A. V. Shea.

and Highway District. Appointed a Director of the Bridge in 1950 by the San Francisco Board of Supervisors, Diviny was elected President of the Golden Gate Bridge in 1953 and is now serving a two-year term. Diviny's fellow directors include some of Northern California's most eminent citizens, but none is more eminent than Joe Diviny himself, who always has shown real ability in civic affairs. Diviny is a man with the common touch. Bankers in Montgomery Street and bums along Howard Street are proud to call him their friend.

Personally a generous man with a buck, Diviny in his role as president of the Golden Gate Bridge looks over Bridge finances with an eagle eye. While the Bridge cost \$35 millions to build during the depression of the 1930's, its replacement cost today has been estimated at over \$87 millions. Which is a lot of mazooma to watch over.

WITHSTOOD STORMS

Now in its 17th year of operation, the Golden Gate Bridge has withstood many heavy winds and gales. An exceptional storm on December 1, 1951, during which the Bridge was subjected to severe oscillating motions, caused the engineers to take another look at the Bridge's safety. Possibly they had the nightmare of the collapse of the Tacoma Narrows Bridge in 1940 in mind. At any rate, the engineers recommended the addition of a system of bottom laterals in the plane of the bottom chords

of the stiffening trusses for the entire length of the suspension spans (6,450 feet). At a cost of \$3,000,000, this work was recently completed.

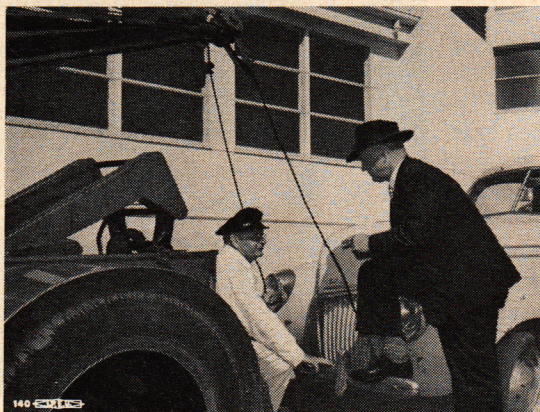
Last year, too, the 16-year-old toll collection equipment was modernized to reduce maintenance costs and speed up traffic as well as collections. New toll collection units also were placed in operation for the two-truck lanes. The truck toll on the Bridge, incidentally, is 50c for those with two axles, with an added charge of 50c for each additional axle. For automobiles, taxicabs, station wagons, ambulances and hearses, the toll is 40c.

PROVIDES "LIFT"

To Teamsters who drive their trucks across it daily, the big bridge

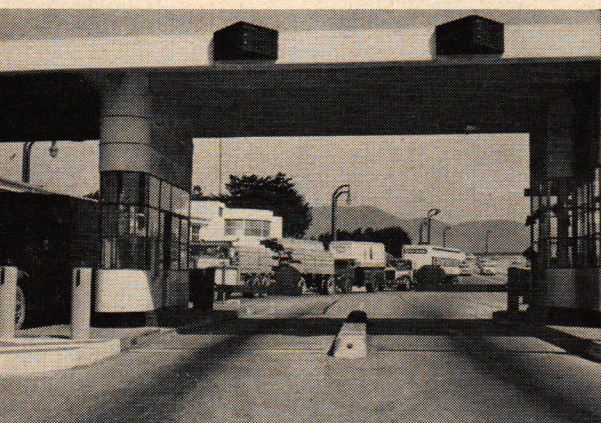
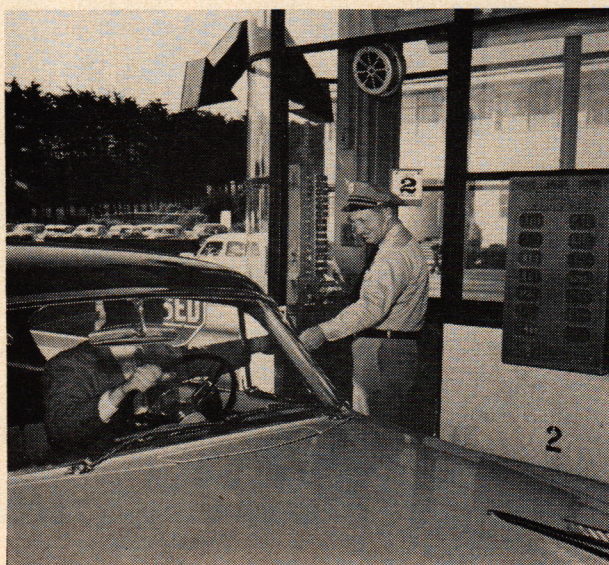
at the western end of America always affords a "lift," even a spiritual uplift. A driver approaching the bridge from the north is particularly susceptible to the "lift." A short time before he has been plodding up the Marin County hills. Then he's in a tunnel approach. Then he's on the big bridge, with the Pacific stretching to the horizon on his right, the Bay on his left, and San Francisco, one of the fairest cities in the land, just ahead. What more could a hard-working Teamster at day's end ask for?

According to Joe Diviny, turn-over among personnel of the Golden Gate Bridge is minor compared with turn-over at the state-operated San Francisco-Oakland Bay Bridge.



Tow car driver Walter Bilitier, Local 216 member, talks things over with Spencer Dickson, Superintendent of Maintenance.

Toll collector Millard Johnson, Local 216 member, collects another 40 cents—the amount that it costs a passenger car driver to cross the world famous Golden Gate bridge.



Trucks coming in from the Marin County side of the Golden Gate Bridge line up to have toll collected. Toll for 2-axle trucks is 50 cents; each additional axle, 50 cents.

'QUEEN OF THE LAKES' IS LOCAL 1145 ENTRY

AN unusual honor, somewhat beyond the ordinary activities of transport and warehousing, has come to a Teamster local in Minneapolis with the selection of its candidate as a beauty queen.

Marlene Dolbec, an employee of Minneapolis Honeywell Regulator Company, and representative of Local Union 1145, was named the "Aquatennial Queen of the Lakes." She won top honors in a field of 40 candidates representing the pick of beauty in the Twin Cities area.

As queen of the celebration Miss Dolbec "reigned" over the festivities of the annual celebration which is a high mark in summer activities in the area. Following the annual festival of the lakes, Miss Dolbec was given a trip to Europe as Aquatennial Queen where her trip included visits to Rome, Paris, Copenhagen and other cities. She is also appearing as representative of the Aquatennial at various festival events in the United States.

Miss Dolbec, a 21-year-old beauty is a librarian at Minneapolis Honeywell and was candidate nomi-

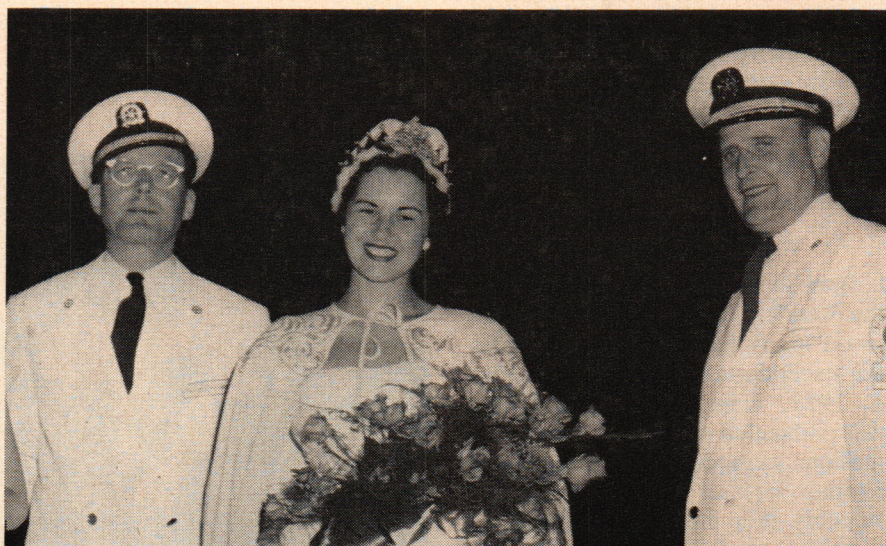
nated by Local 1145, the first time the local has sponsored a candidate in the annual contest. This is the first time a union's candidate has ever won.

The Aquatennial celebration organization contains outstanding leaders from business, civic organizations and labor. Jack Jorgenson, president of Joint Council 32, and

Robert Wishart, secretary-treasurer of Local 1145, are members of the board of directors of the Aquatennial.

The contest for queen of the festival was open to employees of all firms, organizations and concerns in the area and Miss Dolbec was entered from Honeywell. She is a librarian and not a Teamster, but she was given the active and loyal sponsorship of the Honeywell local which was glad to see a union-sponsored candidate for the first time named Aquatennial queen.

Local 1145 also entered a float in the parade. The attractive float of the Honeywell local utilized the theme of a colorful fairy tale.



THE new "Aquatennial Queen of the Lakes," Marlene Dolbec, is escorted to the coronation ceremonies by Harold Anderson, president, and Leonard Larson, commodore.



THIS is the beautiful float entered in the parade by Minneapolis Local 1145. The fairy tale "Rumpelstiltskin" was the theme.

The Distributing Revolution

Teamsters Are Feeling the Squeeze as Frozen And Prepacked Commodities, Concentrates, and Vending Machines Upset the Delivery Picture

(First of a Two-Part Article)

SOME 2,000 years ago a Grecian citizen approached a large, strange-looking wooden contrivance in a public square in Alexandria. Taking a coin, probably a drachma, from his purse, he thrust it into a small slot in the side of the object. The coin tripped a delicately balanced bar and immediately the contraption spouted forth a small quantity of holy water into the waiting hands of the citizen.

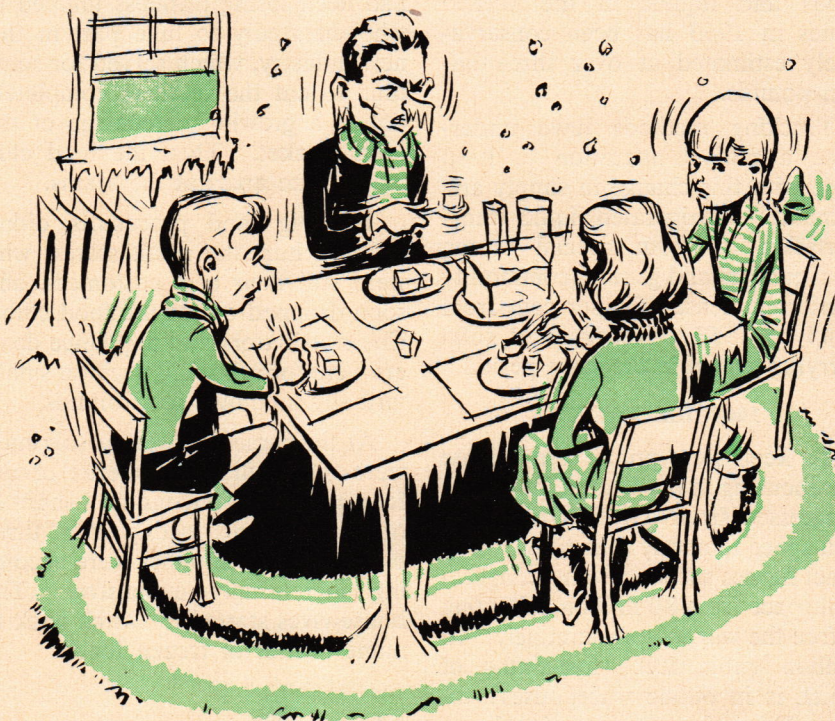
Another Grecian, optimistically named Hero, had invented the box-shaped device. It was the first time the world had seen an automatic vending machine.

A long time afterward, in the first half of the twentieth century to be exact, another more accidental discovery was made. Admiral Richard E. Byrd, world-famous explorer of the Antarctic, returned to an abandoned base camp in Little America. There he discovered a loaf of bread that had been solidly frozen in ice four years earlier.

Out of curiosity, Admiral Byrd thawed out the bread and tasted it. It was fresh. It had lost none of its nutrition value. Shortly thereafter, news releases from Little America told the world about the miracle of frozen food.

Even earlier, a Yankee fur trapper named Clarence Birdseye discovered that he relished the frozen seal, whale, and caribou he found on trapping cruises to Labrador. Byrd's discovery was more widely publicized, but Birdseye was more interested in the commercial possibilities of his findings. The name of Birdseye now appears on all the frosted food processed annually by the huge General Foods Corporation.

There is nothing novel today



The consumption of frozen foods by American families has risen sharply since World War II, and shows no signs of stopping.

about vending machines or frozen food. There is nothing novel about pre-packaged food or about the large assortment of concentrated drinks that appear on the shelves of every grocery store in the nation. Every housewife is familiar with these new methods of purchasing and packaging.

But modern design in the area of food preparation and sales has affected more than the consuming public. It is rapidly, more rapidly than many realize, changing the entire picture of food distribution in America.

Teamsters in trucking and Teamsters in warehousing have already experienced the early signs of this

economic change. If the growth of these new processes continues at its present phenomenal rate, the normal routines and daily experiences of every driver and warehouseman in the country may well be altered within a very few years.

The statistics of this change are most striking in the post-war development of the frozen food industry, and the consequent staggering upswing in high refrigeration of trucks, warehouses, retail stores, and private homes.

Latest reports on the total United States frozen food packed in the past ten years show that the frozen fruit packaging has nearly tripled in that period, frozen fruit juice production

has doubled since the end of World War II, and the vegetable pack is seven times greater than in 1942 and has tripled since the war. Over one billion pounds of frozen vegetables are processed annually, over half a billion pounds of frozen fruit, and a million and a half gallons of citrus juices.

Neither the Meat Packers' Association nor the Department of Agriculture has as yet broken down meat packaging statistics for recent years, but the total processing of frozen foods and liquids in the United States in 1953 has been conservatively estimated at over three billion pounds.

Trucking methods have undergone a radical alteration to keep pace with this change in supply and demand. Refrigerated liquid transportation on both special frozen food carriers and general commodity carriers increased 50 per cent from 1945 to 1953. Refrigerated solid carrying tripled in the same period.

100-MILE FREEZE

To keep step, public and private warehousing in the United States has progressed from one-fifth refrigeration space to nearly four-fifths. The exact figures show a rise in refrigeration space from 80 million cubic feet before the war to approximately 540 million cubic feet (five-sixths of which is in public warehouses) today. This public warehousing figure would equal a building 100 feet wide and 10 feet high stretching from Baltimore to Philadelphia.

As a matter of fact, this last description is not merely metaphorical. Over half of this space is of the freezer type suitable for the storage of frozen foods, and the necessary extremely heavy refrigeration equipment has resulted in a trend all over America toward the construction of long, low, one-story warehousing.

In addition, plans have been announced to add another 7 million feet of space by the end of the present year.

To abandon these weighty, if vital, statistics for a moment, what has all this done to methods of distribution, affecting the transportation business jurisdictionally?

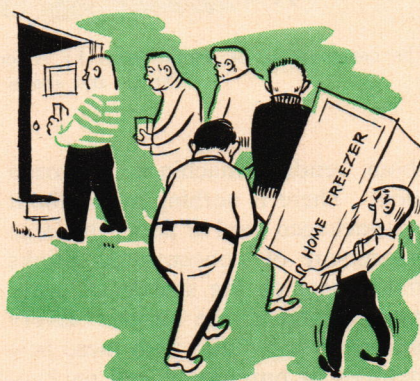
Immediately after World War II,

sales from ordinary food processors directly to the growing supermarkets were cutting out a large percentage of the previous delivery by way of distributors and jobbers. Shortly afterwards, electrical appliance dealers, in order to develop the new market for home freezer units, joined with food processors in the nationwide food club plans, whereby a family that purchases a freezer received as a tie-in a four-month supply of frozen food.

The distributors and jobbers who had been losing business jumped in wholeheartedly to take part in this new industry, which served for some time to cut the retailers completely out of a growing percentage of the food market. Then the food club plans came apart at the seams.

The big food processors didn't want to hurt the retail stores, who were still their best customers, and soon dropped out of the food clubs. The distributors and appliance dealers were forced to fall back on small, virtually unknown food brands.

At the same time, eager salesmen were over-selling the merits of the food plans. "Four-month" supplies of food were lasting for three months. New supplies were becoming increasingly expensive. The housewives started to switch back to name brands of frozen foods.



By 1950 the Food Club plans were in full swing: a supply of food plus a rented freezer.

As a result, in the past few years the sales and distribution swing has been back to the retailers. The trend to one-stop shopping has killed off the specialty frozen food stores. Retail stores are now doing two-thirds of the frozen food business.

For a while this produced a bottleneck at the store and home level due to lack of refrigeration space, and accordingly an overstocking of the warehouses. But by the time the food club plans started dying out, the home freezer had caught on.

Over one million home freezers were shipped in 1952. The total home storage space today is almost equal to the total public and private warehouse freezer space before the war. In late 1953 there were 53 manufacturers of home freezer units, with new names entering the field every month.

BOTTLENECK BROKEN

Rapid increases in retail store and supermarket storage space followed close on the heels of home freezer sales. The former bottleneck has at present been almost completely eliminated. Frozen food moves fast today from processor to warehouse to distributor to retailer to consumer. As an example, 770 million pounds of frozen vegetables were packed in 1951 and 587 million were sold. The proportion has increased in the past two years. Consequently the stability of the industry has improved. Today there are far less sales on credit or purchases on speculation all along the distribution line.

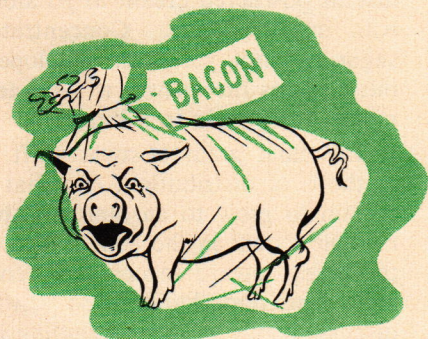
From a distribution point of view, one of the most striking results of this frozen food growth is the ending of the seasonality of many highly perishable fruit, vegetable, and meat products. Not too long ago the consuming public was quite accustomed to going without a particular seasonal commodity during a certain part of the year.

Today food-freezing and the development of highly preservative methods of pre-packaging have gone far toward the elimination of these seasonal flurries of production and sale. The distribution economy has accordingly leveled out, and deliveries of former perishables are now made throughout the year.

Similarly, the cancelling of orders and return of perishables because of spoilage have been reduced. The principal problem of bread-making, for example, has always been the prevention of staleness. Taking a

cue from Admiral Byrd, a process has been developed in New York for freezing bread. A thousand groceries from upper New York to Florida today are handling quick-frozen bakery products.

The number one headache of the frozen food business has been the necessary risk of contracting far in advance for its food supply. For its



Pre-packaged food, wrapped in film at early stages, began to appear on the market shelf.

long-range planning the industry is wholly dependent upon the Department of Agriculture's annual crop forecast.

When the crop turns out to be larger than predicted, the grower co-operators and fresh product processors, who don't have to worry about buying supplies in advance, can automatically cut prices, often going below the frozen product price.

The Florida orange crop early this year turned out to be far greater than was foreseen by the Department of Agriculture. In spite of the fact that juice consumption has been increasing 25 per cent each year since the war, an automatic price-cut followed, resulting in a slight loss per can for the frozen processors.

The frozen food industry is currently holding its collective breath and suspiciously eyeing the latest scientific development in commodity-processing, the irradiation of food. If this system, atomic killing of bacteria plus air-tight packing, is perfected, housewives will only have to place the most perishable of foods on the pantry shelf until ready for use.

This process is still, at least commercially, a distant future prospect, but, if and when it comes, it could knock the bottom out of the frozen

food, refrigeration, and allied industries.

Needless to say, the rising popularity of frozen foods has worried processors and distributors of fresh fruit and vegetables. At present, highly perishable peas, strawberries, and lima beans are the backbone of the food-freezing business. A good two-thirds of the annual vegetable and fruit produce—potatoes, apples, cabbages, onions, and many citrus fruits, except fruit juices—are considered at least currently safe from the freezer threat.

But the prospective loss of a third of their business led the National League of Wholesale Fresh Fruit and Vegetable Distributors to merge with the United Fresh Fruit and Vegetable Association in January, 1952, to develop methods of combating the frozen food industry.

Their most successful weapon in the battle has been the great progress in the development of sanitary packaging to prevent spoilage and shrinkage. The rise of pre-packaging has also had no small effect on distribution and transportation.

FIGHTING WITH FILM

The new packing process grew up in the coffee industry during the tin shortage of World War II. Pressure or vacuum filling machines are used by the processors to seal their commodities in air-tight packages in order to prevent the loss of moisture and contact with bacteria. Either cellophane or the newly-developed polyethylene film, or a compound of the two, is used, depending on the degree of moisture-proofing and airtightness necessary.

Although important in the economic struggle of fresh vegetables and fruits against the frozen, the fastest-growing pre-packaging field is presently the processing of meat. Polyethylene film, or pliofilm, prevents discoloration and deterioration of meat products for a much longer period than was formerly possible.

Ten stores in the United States sold pre-packaged meat in 1944. By 1953 the number had increased to seven thousand. Today 20 per cent of the meat sold in this country is pre-packed. More than 75 per cent of the nation's retail groceries

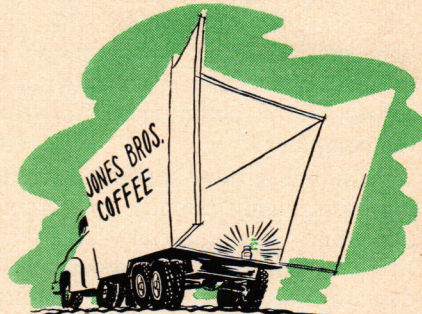
are now operating on a pre-packaged self-service basis.

The direct effects of these changes upon distribution have been various. First, and perhaps foremost, is the ending of seasonality of foods, similar to the contribution made by the frozen food industry. Processing and sales, and thus distribution, have become spread more evenly over the entire year.

Also, packaging is very costly. Over 70 per cent of the purchase price of toothpaste and half the price of soap is spent for the package. The new airtight, sterilized, vacuum process has raised packaging expenses even higher.

The result is that pre-packaging can be and is done more economically by the processor than by the retailer. Thus, in the near future, the entire chain of delivery from processor to warehouse to distributor to retailer will see less and less of whole sides of beef or crates of vegetables, and far more of compactly packaged commodities, with a consequent decrease in the weight and volume transported.

For organized labor, changes in packaging will also produce jurisdictional problems in transportation. A small but dramatic example of this appeared recently when a few soda pop manufacturers found it more economical to can their product rather than bottle it. The imme-



The postwar swing toward concentrates has cut former huge deliveries by two-thirds.

diated result was a dispute over who had the right to carry the "new" product.

Jurisdictional disputes may also arise out of the notable trend toward individual serving packs and multiple packaging. Thus many food sauces, formerly canned or bottled and shipped separately, are now

placed in film packets and included in the main food package.

While frozen food packs and pre-packaging processes have, besides their other effects upon distribution, contributed to a certain extent to a decline in the volume and weight of shipped commodities, the outstanding weight-volume decrease has come in the transportation of coffee, tea, milk, and soups.

The reason for this economic change is quite obvious. During and after World War II great advances were made in methods of removing the water content from liquid foods prior to shipment. The past few years have seen the commercial production of concentrates reach a new peak.

It all started on a large scale during the war, when the Nestles Company received a contract to make its new concentrated coffee product, Nescafe, for United States troops overseas. Because of its convenience, the product caught on so well that every major coffee company today has an instant brand on the market.

To keep pace, ten of the smaller coffee processors, who were unable to afford individually the very expensive concentrate equipment, banded together in early 1952 to form the Tenco Corporation, a subsidiary which now produces all the concentrate that goes out under the ten brand names. Tenco claims it will run into no trouble with the Sherman Act, since its operation is in effect a partial merger and not a restriction of competition between the companies.

Although instant coffee is becoming increasingly popular in American homes, to date a very large percentage of the concentrate consumption has been by automatic vending machine operators. Vending machines, which sold over 720 million cups of coffee in 1952, are wholly dependent upon the concentrates for their operation.

A further large cutdown in bulk and weight came just recently when the last of the instant manufacturers cut down from a large carbohydrate content to the newly-developed "pure coffee" concentrate. Besides the solids, there are on the market

today liquid, crystalline, and frozen concentrates. One firm, following the lead of the tea industry, is putting out coffee bags.

Tea and soup processors have fallen into line. Most of the dehydrated soups are still canned, but a few retail stores are handling dry soup concentrates in individual packets, which has cut down the shipping volume even more.

Teamster dairy drivers are well aware of the economic squeeze that has arisen from the growth of new processes for concentrating milk. The family cow in rural areas where swift refrigerated deliveries have been impractical has largely been replaced by dehydrated milk distribution. This has not, in itself, had a very great effect upon Teamster deliveries, but a number of Wisconsin dairies have recently put in concentration units aimed at future distribution in the rural South, and

Ohio dairies are similarly eyeing Eastern consumers.

It is difficult to predict whether concentrated milk will ever be completely acceptable to all American housewives. But over the past few years the International Dairy Conference has been seriously considering this as a potential possibility.

Meanwhile, the latest development in the dairy field is Pream, an instant powdered cream to go along with instant coffee. Concentrated sugar has not yet been developed, but perhaps the answer is saccharin tablets for people in a hurry.

The final great postwar shift in methods of distribution, one that is certain to grow to an almost unbelievable extent in the near future, is the swing toward mechanical vending. This remarkable trend will be discussed fully in the concluding installment of this article in next month's issue.

Health Program Installed



REPRESENTATIVES of three Teamster's Locals met recently to honor the United Parcel Service's New York medical department. The firm's new preventive medicine program is the first in an American industry to receive the Occupational Health Institute's certificate of health maintenance. The program was called an outstanding example of preventive medicine practiced in industry with the full cooperation of labor, management and the medical profession. Above are from left, front row, Dr. Robert C. Page, chairman of the Occupational Health Institute; Dr. Harold Brandaleone, company medical director, and Thomas J. Beatson, personnel manager. Back row: Frank Dockery, Local 177 president; Edward W. Conway, Local 804 secretary-treasurer; Arthur S. Hollister, business manager of District 15, I.A.M. (AFL), Philip Wachtel, Local 138 secretary-treasurer, and Ralph H. Bell, company insurance manager.

TEAMSTER TOPICS

Turns Out Novel

A former employee of Local 252, Centralia, Wash., has just had his fourth book published by Popular



William Vance

Library in the paperback edition. The novel, *Hardrock Rancher*, is William Vance's impression of the Old West just before the turn of the century. The author now lives in Albuquerque, N. Mex., and his favorite pastime is waiting up to early hours of the morning to ask non-union milkmen why they don't organize.

He points out that milk in Albuquerque is six cents a quart higher than in Washington State, yet drivers are paid an average of \$20 a week less than organized drivers in Washington with a corresponding differential in other working conditions and benefits.

Bulletin Produced

Joint Council 13 has completed the first of its new monthly research bulletins which seeks to call to the attention of local affiliated unions the significant developments in the area of contract negotiations and to summarize the economic activity of affiliated locals.

The primary purpose of the 21-page bulletin is to maintain a degree of inter-union communication in the collective bargaining field among the 20 affiliated local unions.

Graphs show the number of major completed negotiations for the six-month period ending June 30 by the many union organizations within the Joint Council and many other summaries of valuable information about wages and employment conditions.

The St. Louis group also prom-

ised in its first bulletin to include monthly reports on state and national legal developments affecting union organization and negotiations.

A Standard Pallet

The American Standards Association has a committee studying means to adopt standard sizes for pallets used with modern fork trucks for the efficient handling of materials.

The most common size in use today is the 40 x 48 in. pallet made standard by the armed services. The Department of Commerce, in conjunction with food processors, warehousemen, materials handlers and distributors has standardized upon a 32 x 40 in. pallet along with the 40 x 48 in. size.

The Association hopes that a general standard can be set among all industrial and governmental groups so that the sizes of containers handled on the pallets might be standardized also for better handling and more efficient storage.

Teamster Honored



Left, Louis Frayler, being presented Local 863 plaque by President Julius Feldblum.

Teamster Louis Frayler, a Local 863 member with Bush Haulage Co., Inc., was presented a plaque by

Local President Julius Feldblum upon Bro. Frayler's inauguration as City Councilman in the Parsippany-Troy Hills area of New Jersey.

The new City Councilman has been a long standing member of the Northern New Jersey Local headquartered at Newark.

Anti-Noise Drive

Teamsters, truck operators and city officials have begun a joint effort to cut down traffic noise in St. Louis.

In an effort to ward off restrictive legislation banning trucks from operating through certain residential areas in St. Louis, Teamster members and industry officials met with city officers to discuss an industry-union program to cut down on noise.

Attending the conference on behalf of the Teamsters were Harold J. Gibbons, Joint Council 13 trustee; Patrick M. Neary, Local 600 secretary-treasurer, and Pete Saffo, Local 610 secretary-treasurer.

Spot checks were made at strategic intersections and the group found some noise was due to faulty mufflers and improper operation. A program of driver education was started by shop stewards and operators promised to correct faulty equipment.

St. Louis Mayor Raymond H. Tucker was very pleased with the efforts of the Union-Industry group in the self-policing program.

Battle Drought

Members of Baltimore's Freight Drivers' and Helpers' Local 557 were praised early in August as they worked day and night for a 2-day weekend hauling water to nearby Bel Air.

The town was practically without water when city officials began frantically running emergency water lines and called on the Army's tank trucks to haul water.

Milton Rovine, president of the Oriole Transportation Co. in Baltimore, volunteered the use of a 3,000 gallon tank truck and Local 557 Members Edwin Trott, William Kirwan, Charles Harris and Claude Sprinkel volunteered their services in operating and servicing the tanker.

The Mayor of the drought-stricken community said he did not "realize there were so many fine people in the country ready and eager to help their neighbors."

The tanker shuttled back and forth between Bel Air and the Army Chemical Center at Edgewood, a ten-mile trip. Officials said this truck alone furnished 10 per cent of the city's normal water supply.

Mediator Landed

Representatives of Greater New York's Local 138 and of the wholesale grocery business met recently to honor Jerome J. Lande, general counsel to the New York State Board of Mediation.

Teamsters and the employers jointly presented Mr. Lande with a commendation scroll for his help in ironing out differences over the past several years.

Abe Price, president of Local 138, said at the presentation ceremonies that "without Mr. Lande's expert assistance in keeping us talking and getting contract terms worked out, millions of New Yorkers would have been faced with shortages of groceries."

"Through me, members of the Union extend hearty thanks to Mediator Lande for a job well done," Mr. Price said.

Alaska Contract Signed

Teamsters' Local 959 officials have signed the first contract ever written in Alaska between a union and a bakery "embracing both production and distribution of bakery products."

The Anchorage Local was represented by Joe Morgan, president, and Jess Carr, business representative. Stewart Marlott, president of the Sunrise Bakery in Anchorage, signed the document on behalf of his company.

Teamster of Tomorrow



Donnie Allen, son and grandson of Teamsters, was recently photographed in front of the new International Teamsters' Headquarters Building while visiting the Nation's Capital.

Donnie's father, Michael J. Allen, is business agent of Bridgeport Local 191 and his grandfather, John J. Allen, is the Connecticut local's secretary-treasurer.

Donnie and his mother both take more than a casual interest in activities of the International Union and regularly read the magazine, Mrs. Allen said in a letter to the editor.

North Dakota Work

All the local Teamster unions in North Dakota—116 of Fargo, 123 of Bismarck, 581 of Grand Forks, and 74 of Minot have donated 32 toy trucks to various orphanages and schools for crippled children.

Locals 116 and 123 also cosponsored a showing of a film about a crippled children's school over local television stations.

At each meeting held by members of Local 116 a "loose change collection" is taken up, and these funds are given to charities selected by the membership before Christmas each year. Last year's collections, totaling \$400, was divided between the Crippled Children's School at Jamestown and the School for Handicapped Children in Fargo.

Aid Boy Scouts

Local 633, Manchester, N. H., raised \$800 in a funds campaign for mobile camp equipment to be used by the Daniel Webster Council of the Boy Scouts of America. The Teamster local added \$700 from its treasury to give the Scouts the necessary \$1,500.

Civic-Minded Teamsters



THOMAS W. Thompson, left, president and business representative of Local 315, shakes the hand of John Sheridan, Local 315 business representative who was just elected mayor of Richmond, Calif. Brother Thompson also was being congratulated on his appointment to director of the Central Valley Water Board of Contra Costa County. At right is Norman Harvey, Local 315 trustee and organizer, who is vice president of the board of directors of the Central Valley Water Board. Between Brothers Thompson and Sheridan is Erle Carter, Local 315 secretary, who encouraged officials of the local to participate in civic affairs.

WHAT'S NEW?

Paint Remover in Three Strengths

Any specific paint stripping need is said to be met with a new paint remover, formulated in three specialized grades of increasing strength. Designed for tractors, trucks and trailers, the first strength will strip paint, enamel, lacquer and primer from any surface. This version is non-toxic, non-inflammable and solvent in water, an organic solvent that has the viscosity of oil and will cling to a vertical surface. The second degree of strength is designed for faster action against multiple coatings on nonferrous metals and other surfaces, other than interior wood. The heavy duty stripper, the third strength, provides multiple action against 10, 20, 30, 40 or more coatings on any surface, but is not recommended for use on interior woods or non-ferrous metals.

Multiple Advantages Of Engine Stand

Both the advantages of an end rollover operation and of bench-level working height are said to be incorporated in a new engine work stand from a Pittsburgh industrial firm. Designed for side-mounting of an engine and capable of raising or lowering an engine weighing up to 5,000 lbs., the stand permits rotating the engine 360 degrees in a vertical plane through hand operation of a crank. The swing radius of the stand at maximum spindle tilt is 34 inches.

New Locking Device Of Fifth Wheel

Elimination of slack, absence of binding and gripping, reduction of kingpin and fifth wheel wear, elimination of accidental uncoupling and cutting of maintenance costs are listing as the rewarding features of the locking device of a new fifth wheel which contains only two principal moving parts and weighs 275 lbs. The locking handle of the fifth wheel, which needs to be pulled only once for unlocking, is accessible for side operation.

New Heavy Duty Hydraulic Pumps

Heavy duty power steering gets a lift with a specially-designed hydraulic pump that provides a standard pressure relief

setting of 750 psi with operational pressures up to 1,200 psi. A second model, a high pressure pump for heavy duty hydraulic power applications, is designed for pressures up to 2,000 psi and capacity of 11 gpm at 2,400 rpm. This pump, with volumetric efficiency up to 94 per cent, also offers mechanical efficiency up to 88 per cent.

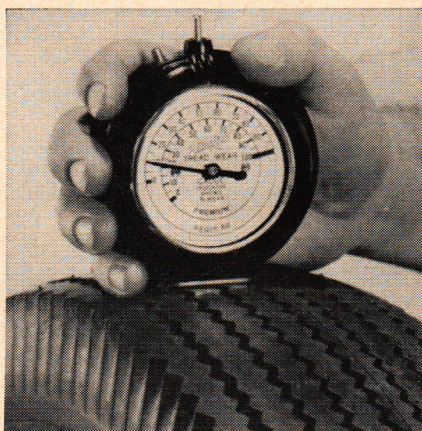
Longer Life With New Brake Block

Claims for a new brake block series include substantial increases in service life with reduced drum wear. This brake block which was field tested for more than a year under a wide range of operating conditions, incorporates asbestos friction materials compounded to a formula which includes a special and recently developed resin.

Efficient Action of Depth-type Filters

Even the most microscopic sludge particles are said to be trapped by the new type of filters which operate on the depth-type principle and trap dirt throughout the entire depth of their structure, filtering out coarser particles near the entry and finer ones near the discharge point. Cylindrical and self-contained, the filters are made from a material similar to the wool fibers of a man's hat. Rupture, distortion and shrinkage are said to be prevented by the strength of these fibers and their controlled distribution.

Gauge Ups Tire Safety, Economy



Both tire safety and economy are said to be increased through use of a new gauge which accurately measures the per cent of tire wear without removing tires from the vehicle. Small enough to fit into the palm of the hand, the new instrument featured an extra-long, easy-to-read scales designed for rapid, accurate reading. The gauge is particularly valuable when buying used tires of recaps as it indicates how much wear has

been obtained from tires and makes allowance for safe reuse.

Tested, Heat Treated Line of Pliers

A Chicago firm is offering a new line of pliers, each individually tested and each induction heat treated. The line includes diagonal cutters, needle nose, long nose, long flat nose, heavy duty slip joint, adjustable plier wrench and line-men's side cutter.

Versatile Aluminum Truck Floor Sections

Truck floor sections designed specifically for dry van and refrigeration units make up a standard aluminum floor package distributed from Oakland, Calif. The side sill of the flooring initially has been developed for internally-braced bodies with 2-inch vertical side posts and .05-inch skin sheets, but can be adapted to any particular truck of trailer manufacturers' design. However, an alternate standard side sill for an externally-braced body will be provided as market requirements demand.

Finger-Tip Control Of Extinguisher Discharge

A unique on-and-off thumb lever mechanism is featured in a single cylinder pressure-type vaporizing liquid fire extinguisher. This lever gives the operator instant finger-tip control of discharge. Available in both 1 and 1½ quart sizes, the extinguisher incorporates a locking device in the carrying handle which prevents accidental discharge while in a stowed position. Constructed of brass throughout, the unit includes a service air line valve which facilitates fast on-the-spot recharging. Quick visual inspection is made possible by the air pressure gauge.

Inspection Manual With Spring Tension Gauge

A newly-redesigned spring tension gauge for use in installing point sets, comes equipped with a manual of instructions on its use and on how to correct the tension on points if they do not agree with the specifications. The outfit is supplied by a Long Island distributor.

Instant Adjustment Of Retrieving Tool

Instant readjustment as required through all-angle ball joints, and spring-tempered steel links to hold the pick-up angle firmly are specific advances of a new magnetic retrieving tool available in three compact sizes, 13 inches closed, 26 inches telescopic; 7 inches closed, 14 inches telescopic, and 8½ inches (not telescopic).

LAUGH LOAD

Smoothy

"Mrs. Biggs," said the new boarder at breakfast. "Who owns those ferryboats I tripped over coming down the stairs just now?"

The landlady shot him a fierce look. "Ferryboats, indeed," she cried. "I'll have you understand they're my shoes."

The boarder smiled uneasily. "I didn't say ferryboats," he hastily replied. "I said 'fairy boots.'"

★

Fair Enough

"Do you ever have to hurry to catch your morning train, Mr. Ballantyne?"

"Well, it's fairly even, you know. Either I'm standing on the platform when the train puffs in, or I puff in while the train stands at the platform."

★

Good Loser

WAVE—Here's your ring. I love another.

Sailor—Who is he?

WAVE—You're not going to kill him!

Sailor—Heck, no. I'm going to try to sell him the ring.

★

Away We Go

I hear that you've signed up as skipper on the good ship matrimony.

No, my wife is the skipper. I'm the second mate! I married a widow.

★

Big Joke

Young man—Have you a book called, "Man, the World's Ruler," please?

Librarianne—I should think you might find it in the fiction department, sir.

★

Thoughtful

Little Charles has imbibed a great deal of lore of his father, who is an efficiency expert. The other night his dad overheard him saying his prayers and was shocked at the breakneck speed with which the child was making known his petition.

"Son," he gently interrupted, "why don't you pray slower?"

"Oh, I couldn't do that!" the youngster rejoined. "Just think of how many boy-hours and girl-hours would be wasted if I kept all the other children waiting."

★

Help Wanted

Walking down the street one morning, Willem Mengelberg, the celebrated

Dutch conductor, encountered a member of his orchestra.

"My, my, but you look prosperous!" Mengelberg observed. "How do you manage it?"

"Oh, I'm a busy man," replied the musician. "Besides playing in the orchestra, I play in a quartet, give lessons and perform on the radio."

"Really," rejoined the conductor, "when do you sleep?"

"During the rehearsals," came the calm rejoinder.

★

Psychosomatic

Mother—I'm worried about my little boy's health. A great part of the time he doesn't feel at all well.

Doctor—When is it he seems to feel the worst?

Mother—When he's in school.

★

Expert Aid

A disgusted parent wrote a note of complaint to the teacher and wound it up with this: "If all Herbert learns in school is to swear, I'll keep him home and teach him myself."

★

Possibilities

Real estate agent, showing couple house about to fall apart: "You can do a lot with this place if you're handy with money."

★

Fast Talker

"Father," said a small boy, "what is a demagogue?"

"A demagogue, my son, is a man who can rock the boat himself and persuade everybody else that there is a terrible storm at sea."

Turning Other Cheek

"Do you know?" said the little man, "that your great big hulking brute of a bulldog killed my wife's dear little unoffending pet poodle?"

"And what about it?" asked the big man, defiantly.

"Well," said the little man looking around carefully to see that nobody was near, "would you be offended if I gave you a new collar for your dog?"

★

No Bargain

What do the ladies talk about while they sit under the dryer in the beauty parlor? Well, a beautician friend of ours has very stingily assuaged our curiosity on this score by relating the following exchange which occurred the other day between two of his patrons:

"Does your cook ever give you any of her impertinence?"

"No, she charges me \$30 a week for it."

★

Fair Exchange

"But dear," gushed the girl, "is it fair to go to the show with a boy you dislike?"

"Well, it's like this," replied her friend. "I enjoy the picture and he enjoys my company."

★

References

Foreman (to applicant with slight physique)—Do you think you are fit for really hard labor?

Applicant—Well, some of the best judges in the country have thought so.

★

Considerate

Sandy was learning to play the bagpipes. One night, while he strutted about the room, skirling for all he was worth, his wife attempted a mild protest.

"That's an awful noise you're making," she said.

Sandy sat down and took off his boots then got up and resumed his piping in his stocking feet.

Our August Cover Was the Real McCoy

The Teamster had to settle an argument for some of the boys in Local 70 about the August cover picture.

Some members of the California local thought the picture of trucks and semis taking part in the opening of the new New York Thruway was faked for the magazine cover with miniatures.

The picture had a somewhat unreal effect chiefly because it was taken from a fast-moving plane on

a cloudy day. However, it was the real McCoy and Letter Writer John E. Gibson was one of the winners in the discussion.

Brother Gibson also included in his letter a pat on the back for the magazine staff that was greatly appreciated.

As for the cover picture, if you too were fooled, it was taken by International News Photos of New York City and was Negative No. 493 if you need proof.

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, September, 1904)

The September, 1904, issue of the magazine urged teamsters to organize by citing gains and improved working conditions of those teamsters already organized at that time.

An editorial pointed out that "To any man who is ambitious to better his conditions of living, there can be no reason why he should not join the organization of his craft and especially is this true of the teamster. No workman has received more benefits from organization than the teamster.

"We were left for years without any systematic form of organization to care for our interests and were treated according to the employer's idea of what he believed our services were worth. The teamster had no way of resenting the unjust treatment that was heaped upon him. He was at the beck and call of every man with whom he came in contact and was practically a scapegrace for those under whom he was working. His employer, the shipping clerk, the freight agent, and in fact everyone with whom he came at all in touch felt that they were at liberty to abuse and give orders to the teamster.

"The teamster's hours of labor were the very longest; oftentimes from four in the morning until nine at night, besides half



a day on Sunday, caring for the horses, greasing and cleaning the harness and wagon—all for which he received the lowest possible wages.

COAL TEAMSTERS' RAISE

"As an example of what organization has done for the teamster, we desire to cite a case in actual existence. The coal teamsters of Brockton, Mass., prior to their organizing five years ago, were working for from eight to nine dollars a week. They now receive \$2.50 per day

and go to work at eight in the morning and receive overtime at the rate of 35 cents per hour for all services performed after five in the evening..

"It should take no great amount of persuasion to show to the teamsters of the country that their place is in their trade union and that the teamsters organization is recognized as one of the leading labor organizations of this country. Where our men have gone along on the right lines there has been no trouble in raising their wages and bettering their conditions.

"The teamsters of the nation should give some careful consideration to the conditions under which they are laboring at the present time. If they would but stop to think of the conditions which the organized workers have, as compared with their own, there is no question but what they would see the benefits to be derived from organization.

MANLY TALK NEEDED

"To the members of our local unions who are not yet organized well enough to make demands upon their employer and seek to better their conditions, we would suggest that they bring these matters to the attention of the unorganized men and show them what organization has done for our members. Talk to non-union men in a manly fashion and show them what we hope to gain by having them join our local union. There are many facts which cannot be contradicted which will show that the proper place for all men working at our industry is within the ranks of the International Brotherhood of Teamsters."

LABOR DAY TRIBUTE

The September, 1904, issue of the magazine featured the following tribute to Labor Day.

"The last summer holiday is set aside in honor of what is probably the most fruitful thing in life. To labor we owe wealth, happiness, health and progress. To labor either on the part of ourselves or others, we owe life, itself. Let us, therefore, accord to this great source of psychic and physical success all due honor and consideration. Let us acknowledge what has already been accomplished and place no barriers to its future achievements.

"Whether labor is a blessing or a curse depends much on whether it is vol-

untary and intelligent . . . Thousands of wage earners bitterly resent the suggestion that their daily grind is anything but misfortune or injustice. And have they not some reason? Many of them are victims of circumstance, and few are able to make that almost superhuman, or at least extraordinary effort necessary to lift them from their daily routine, without help from without. Their labor may be intelligently directed, but it is involuntary. They work to live and their fondest dream is of a time when they need not work."

COVERS IN COLOR

Big changes were in store for the official magazine back in 1904, according to an article in the publication for September of that year.

Such things as multi-color covers embodying the Teamsters emblem, increased



high-interest news content and more advertising, were forward strides of the day.

Business agents, then as now, and local members were urged to "take an interest" in the magazine and send in any news that "will prove interesting to the members of other cities."

GENERAL OFFICES

The official magazine for September, 1904, carried a story and pictures of the then new General Offices of the union.

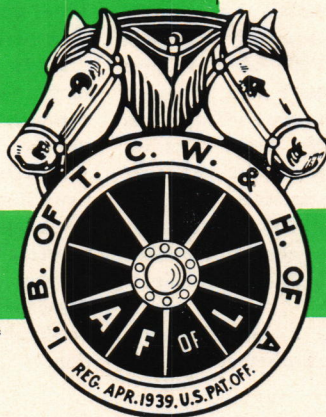
Pride, the story pointed out, was taken in the fact that the general offices were completely fitted out in union-made furniture. Not a stick of non-union-made stuff could be found in the place, the news item related.

"In buying the furniture for the headquarters the committee which had charge of that matter, believed in purchasing desks and office furniture which would be durable and a credit to the organization."

Why RISK Carrying It?



You may drop it, break it, be inconvenienced or lose it. Someone may jostle you or you can fall. Don't take these risks needlessly. You can't go wrong if you always . . .



HAVE IT DELIVERED